

WORLD-WIDE

# AIR TRANSPORTATION

THE WORLD'S FIRST AND ONLY AIR CARGO MAGAZINE

FEBRUARY  
1950

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Distribution Plan

Vol. 16 No. 2





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# How the Scheduled Air Carriers Fared in 1949

A report to Air Transportation's readers based on figures and estimates compiled by the Research Department of the Air Transport Association of America

## Estimated Traffic and Financial Results of the Scheduled Air Transport Industry in 1949

### A. The Domestic Trunk Airlines

(Based upon financial and operating data for 10 months with November and December 1949 estimated.)

1. TRAFFIC IN 1949				
	10 Mos. 1949	Nov. 1949	Dec. 1949	Year 1949
Revenue Passenger Miles (000)	5,632,319	480,000	521,000	6,633,319
Mail Ton Miles	32,612,181	3,160,000	5,000,000	40,772,181
Express Ton Miles	21,386,282	2,460,000	3,200,000	27,046,282
Freight Ton Miles	75,442,116	9,260,000	10,165,000	94,867,116
Total Revenue Ton Miles	678,088,907	61,600,000	69,150,000	808,838,907

2. REVENUES AND EXPENSES IN 1949				
Passenger Revenues	\$322,988,932	\$26,736,000	\$29,019,000	\$378,743,932
Express Revenues	6,872,196	713,400	928,000	8,513,596
Freight Revenues	14,561,895	1,759,400	1,931,000	18,252,295
Mail Revenues	36,821,020	3,578,000	5,500,000	45,899,020
Total Operating Revenues	380,957,927	33,442,536	38,127,000	460,527,463
Total Operating Expenses	361,491,137	34,496,000	38,720,000	434,707,137
Net Operating Income	\$27,466,790	-\$1,053,464	-\$591,000	\$25,820,326

### 3. COMPARISON OF TRAFFIC AND REVENUES, 1949 VS. 1948

TRAFFIC VOLUMES:	1948	1949	% Change
Passenger Miles (000)	5,622,540	6,633,319	plus 13.9
Mail Ton Miles	37,509,922	40,772,181	plus 8.7
Express Ton Miles	29,768,883	27,046,282	minus 9.1
Freight Ton Miles	70,437,811	94,867,116	plus 34.7
Total Revenue Ton Miles	703,089,009	808,838,907	plus 15.0

Note: In 1948 the scheduled trunk lines performed some 29,306,000 additional passenger-miles and 332,632 freight ton-miles in non-scheduled services. On the basis of eight-months comparison, these lines in 1949 will perform approximately 50,000,000 passenger-miles and 1,900,000 freight ton-miles in such non-scheduled operations. These are included in the total revenue ton-miles, but not in the distributed figures.

### OPERATING REVENUES AND EXPENSES:

Passenger Revenues	\$334,735,597	\$378,743,932
Mail Revenues	47,837,531 <sup>1</sup>	45,899,020
Express Revenues	9,964,039	8,513,596
Freight Revenues	13,824,529	18,252,295
Total Operating Revenues	411,352,886	460,527,463
Total Operating Expenses	411,277,772	434,707,137
Net Operating Income	2,075,113	25,820,326

### FINANCIAL RATIOS:

Operating Ratio (Expenses divided by revenues)	99.5%	94.4%
Passenger-mile Receipts	5.75¢	5.70¢
Mail ton-mile receipts	127.53¢	112.5¢
Express ton-mile receipts	33.47¢	31.5¢
Freight ton-mile receipts	19.63¢	19.25¢
Revenue ton-mile receipts	58.53¢	56.94¢
Revenue ton-mile expenses	58.23¢	53.74¢

<sup>1</sup> Including retroactive mail pay applicable to 1948.

### B. United States International Air Carriers, Traffic and Revenues, 1949 vs. 1948

TRAFFIC	1948	1949	% Change
Revenue Passenger-miles	1,888,997,000	2,144,012,000	plus 13.5%
U. S. Mail Ton-miles—letter mail	16,441,854	18,972,171	plus 15.4%
U. S. Mail Ton-miles—Parcel Post	660,193	1,247,918	plus 89.0%
Foreign Mail Ton-miles	3,554,941	5,299,990	plus 49.1%
Express Ton-miles	41,147,863	50,967,949	plus 23.9%
Freight Ton-miles	4,188,467	7,500,000	plus 79.1%
Excess Baggage Ton-miles	4,779,527	5,161,889	plus 8.0%
Total Revenue Ton-miles	265,171,841	309,789,817	plus 16.8%

### FINANCIAL DATA

Passenger Revenues	\$151,337,705	\$167,018,535	plus 10.4%
U. S. Mail Revenues including letter and parcel post	57,335,669	67,736,963	plus 18.1%
Foreign Mail Revenues	8,435,093	11,924,978	plus 41.4%
Express Revenues	19,418,237	21,661,378	plus 11.4%
Freight Revenues	1,370,442	2,325,000	plus 69.7%
Excess Baggage	4,134,669	4,465,443	plus 8.0%
Total Revenues	\$249,234,199	\$283,386,266	plus 13.7%
Operating Expenses	\$235,286,983	\$263,321,344	plus 11.9%
Net Operating Income	\$13,947,216	\$20,064,922	plus 43.9%

### FINANCIAL RATIOS:

Operating ratio (expenses over revenues)	94.4%	92.9%
Passenger-mile Receipts	8.01¢	7.79¢
U. S. Mail Ton-mile Receipts	335.00¢	335.00¢
Foreign Mail Ton-mile Receipts	237.00¢	225.00¢
Express Ton-mile Receipts	47.24¢	42.50¢
Freight Ton-mile Receipts	32.72¢	31.00¢
Revenue Ton-mile Receipts	91.24¢	91.5¢
Expenses per Revenue Ton-mile	86.18¢	85.0¢

### C. The Feeder Airlines

#### 1. TRAFFIC

	1948	1949	% Change
Revenue Passenger-miles	87,920,000	135,750,000	54.4%
Mail Ton-miles	361,984	415,500	14.8%
Express Ton-miles	189,550	308,200	62.6%
Freight Ton-miles	264,794	450,000	69.9%
Total Revenue Ton-miles	9,039,567	14,368,765	58.9%

#### 2. REVENUES AND EXPENSES

Passenger Revenues	\$4,666,549	\$7,398,375	58.5%
Mail Revenues	11,282,490	13,503,750	19.7%
Express Revenues	71,598	112,493	57.1%
Freight Revenues	76,361	132,750	73.8%
Total Operating Revenues	16,292,509	21,401,136	31.3%
Total Operating Expenses	15,923,512	22,456,136	40.4%
Net Operating Income	368,998	-1,055,000	—

#### 3. FINANCIAL RATIOS

Operating Ratio (Expenses divided by revenues)	98.16%	104.93%
Passenger-mile Receipts	5.31¢	5.45¢
Mail Ton-mile Receipts	3,116.85¢	3,250.00¢
Express Ton-mile Receipts	37.77¢	36.50¢
Freight Ton-mile Receipts	28.84¢	28.50¢
Receipts Per Revenue Ton-mile	178.45¢	148.94¢
Expenses Per Revenue Ton-mile	174.41¢	156.28¢



# **AIR** **TRANSPORTATION**

**The world's first and only  
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Established October, 1942

**AIR TRANSPORTATION**, published on the 15th of each month, is devoted (1) to the furtherance of air cargo as the newest and most significant form of freight transportation, (2) the promotion of domestic and international air commerce as an integral factor in progress, prosperity and peace; and (3) the establishment of a safe and sound national as well as international air transportation system. Subscription rate for United States and Possessions, \$5.00 for one year, \$8.00 for two years, and \$11.00 for three years; foreign countries, \$6.00 for one year, \$10.00 for two years, and \$14.00 for three years.

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### **COVER**

Reproduced on this month's front cover is the original art which appeared on Panagra's recent prize-winning cargo poster. Produced by the Walter Thompson, S. A., of Buenos Aires, it won first prize in the annual exhibition of advertising material held under the auspices of the Art Directors Club in the Argentine capital.

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# Guest Air Cargo Editorial No. 28

By HOWARD E. WILLARD

Cargo Sales Manager

PAN AMERICAN-GRACE AIRWAYS



**A**IR CARGO, often looked upon as the stepchild of air transport, has from its very inception played a vital role in the economic and industrial development of what had been considered almost inaccessible areas of South America, and in recent years has gained far greater prominence in this hemisphere.

More and more tons of goods are being moved by air between key cities in the United States and countries in South America as airlines adapt their equipment for hauling heavy goods and shippers recognize the advantages of shipping by air. Yet, several obstacles are today impeding the full development of air cargo's true potential: the current dearth of dollars in most South American countries has strained trade relations to an almost critical point, and the subsequent restrictions and controls, of necessity imposed by local governments, have all but throttled foreign commerce between the Americas.

It is to be marveled that we have weathered these storms of adversity and continued to do business with our good neighbors. Yet some positive action is required if we are to maintain trade and commerce with this affluent region of natural resources and important market for our manufactures. And this action should come not only from the airlines and the respective governments but from the shippers as well.

The fact that dollars with which to buy American goods are lacking in most of the nations of the southern continent is not altogether as critical as it seems to most of us, and certainly can be circumvented to spur trade if corrective steps are taken. We are all too well aware of the nightmarish years of the war and postwar and the conditions that led to the present situation. How the war curtailed commercial traffic to a mere trickle of essential supplies while our good neighbors amassed dollar balances from their essential raw materials, how all this was dissipated in the spree of uncontrolled buying in the immediate postwar, and how eventually the application of drastic controls by the governments of these nations was necessitated in an effort to harness their dwindling dollars and regulate their respective economies.

These bitter truths have been all too apparent to us. But equally evident is the remedy for this situation. If America is to maintain this market for its goods, it must buy what South America has to sell. American businessmen owe it to themselves to investigate the possibility of expanded trade, to institute intelligent market research programs, to seek new products, to adapt their raw materials to our manufacturing processes and to lend our extensive know-how to their infant industries. Only in

this way will new business be developed, traffic expanded, and hemispheric prosperity achieved.

Some American businessmen have already embarked on such programs. Several surveys have been made and others are currently being undertaken by industrialists, financiers, and sundry merchants who have taken it upon themselves to tour these countries in the slack season and make their own personal observations. Their presence in these countries is lending moral support to the harassed nations; but even more important, they are finding new outlets and new sources to help them carry on their trade.

American businessmen must take a realistic viewpoint of the current situation, for an indifferent attitude now could very likely mean the loss of this important market. The devaluation of the English pound last year has made English goods more attractive than ours and, so far, has diverted a great deal of South America's trade with the United States to Europe. We must shed the cloak of complacency and get off our gold-standard high-horse, or we'll witness the tragedy of having Europe run off with our Latin American trade.

Yet, in spite of all this, trade and commerce between the Americas should be and is on the rise, and air cargo is getting more than its share of the traffic. Two factors have contributed to this rise: flexibility of air transportation, and progressively lower tariffs. For example, Panagra is now using DC-4s with removable seats that can take on a load of passengers on one leg of a flight and make room for a payload of freight before the plane is ready to continue on its next leg. The greater flexibility of this service plus daily DC-6 flights on the *El Interamericano* "overnight express" and special charter flights on all routes enable our airline to provide adequate facilities for handling whatever cargo may be present at any stop on the route.

Then, too, the 33 percent reduction in cargo rates and the lower commodity rates which were introduced last August along with a rate break at 3,300 pounds for volume shippers, have helped to increase the movement of cargo by air. Our records show a marked increase in the amount of cargo carried between the eight countries on our route and the United States over the same period last year, and the trend is continuing.

These signs of improvement in the interamerican air transportation picture give cause for optimism in our future trade relations with South America. From this evidence it appears that 1950 is going to be a peak year for air cargo between the Americas, and perhaps a pivotal one for commerce and understanding among the nations of this hemisphere.

*A civilian, an Air Force general, a Navy captain, and an Army colonel join forces to argue for an*



# AIR MERCHANT MARINE

By

LANGDON P. MARVIN, JR.

*Former Chairman, Interdepartmental Air Cargo Priorities Committee*

MAJOR GENERAL HUGH J. KNERR (Ret.)

*Former Inspector General, United States Air Force*

CAPTAIN C. H. SCHILDHAUER (Ret.)

*Founder, Naval Air Transport Service*

LIEUTENANT COLONEL EDWIN F. BLACK

*28th Airborne Division, United States Army*

## MARVIN

Ever so often plain citizens like you and myself have to take advantage of the right afforded us in Article I of the Bill of Rights of the Constitution "to petition the Government for a redress of grievances." This particular grievance is that the country is not sufficiently protected in the matter of airlift, and furthermore, nothing much is being done about it.

There are plenty good reasons why we have got to do something about building up an Air Merchant Marine.

► The USSR has five times the number of submarines with which Germany started World War II, and they are improved types. Obviously, we cannot then put all our chips upon ocean-going ships; as General "Hap" Arnold recently put it, "we will again have to take to the air." In World War II we flew a plane an hour across the Atlantic;

in a future war we would have to do 10 an hour.

► It is quite possible that the enemy might strike over the pole and that war would be conducted over and around Arctic regions or other areas which would be inaccessible to ocean shipping, and which only transport planes could reach.

► General Dwight D. Eisenhower—and he ought to know something about war—has said: "Our ability to act in the first 60 days will be determining." Many of you readers went overseas on troop ships or watched the vast convoys carrying millions of tons of freight. If what General Eisenhower has said is true, we must remember that it would take more than 60 days to load up a group of merchant ships, assemble the necessary escort vessels, and get the whole convoy across the ocean. Therefore, we just won't have enough time to move troops and freight by convoys! We will have to rely upon



Langdon P. Marvin, Jr.

a fleet of transport planes which can be loaded up and in the air within a few hours after the enemy strikes.

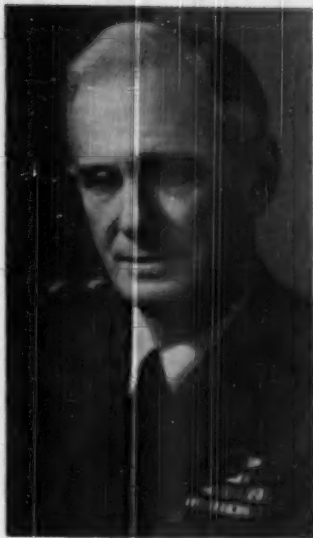
► General Arnold, as well as General Hugh Knerr, recently retired as Inspector General of the Air Force, has pointed out the strong possibility that an enemy might, by submarine, launch atomic torpedoes which would cripple the docks and seal up the ports of Boston, New York, Baltimore, Norfolk, Seattle, and San Francisco, through which 90 percent of our war supplies went during World Wars I and II. If they do that, our merchant fleet won't be any good to us; we will be thrown back entirely upon our *air* merchant fleet.

► We all read President Truman's announcement that an "atomic explosion" had occurred in the USSR. That explosion requires us to speed up our timetable of preparedness. What the President's Air Policy Commission said would not happen until January, 1953, happened in September, 1949. We are already way *behind* the timetable of air transport preparedness outlined by the President's Air Policy Commission. Now we have got to get *ahead* of it.

► A lot of you probably read last fall about the flight of the British jet transport plane *Comet* which cruised from London to North Africa—and back—in an easy 6½ hours (av. 450 mph). That is way ahead of any transport plane in America. We have been too comfortable about our commercial air supremacy; now we've got to go to work to keep out in front.

What is the answer? What can we





Maj. Gen. Hugh J. Knerr



Capt. C. H. Schildhauer



Lieut. Col. Edwin F. Block

do about it? The answer is a simple one in the regular democratic process. We can let our Congressman and Senators know that we want some action on this problem. In January, 1949, Senator Edwin C. Johnson, D. Colo., Chairman of the Senate Commerce Committee, and Representative John F. Kennedy, D. Mass., introduced an Air Merchant Marine Bill in Congress (S. 237 and H.R. 448). These bills are not perfect by a long shot and will require some improvement and several amendments. We shouldn't drag our feet on the matter any longer, but should get a revised Air Merchant Marine Bill through at this second session of the 81st Congress. The bills provide essentially for three things:

1. Government assistance for the research and development of prototypes of bigger and better transport planes, including jet and turbine-powered models.

2. Since it takes at least five years to produce a super-duper new model, and a year or two longer to test it for commercial operation, the bill also provides for expansion—beginning now—of a number of transport planes in this country. These planes are to be of types suitable for both military and commercial purposes, so that they can earn their own keep in peacetime by carrying commercial cargoes in the domestic and import-export trades (and also passengers, providing the passenger accommodations make them no less convertible to military use) and be available for instant commandeering by the military in the event of war.

3. An Aircraft Development Corporation is to be set up, in accordance with the recommendations of the President's Air Policy Commission, to administer this program, costing approximately \$100,000,000, in the most economical ways possible. The corporation is directed to recover a considerable part of the initial Government expenditure.

What's against this program? What's been holding it up?

Not the aircraft manufacturers! Not the labor unions! Not the air freight companies! Not the freight forwarders! Not the general public! As near as I can find out the following are the obstacles:

1. *Inertia in the Government.* For example, the President's Air Policy Commission (consisting of five citizens from outside the Government under the Chairmanship of Thomas K. Finletter, a distinguished New York lawyer) recommended back in January, 1948, that an Aircraft Development Corporation be established and that a program be got underway for increasing the number of cargo planes in this country to meet future military needs. (See February, 1948 *AIR TRANSPORTATION*). That was two years ago, and the Government has done practically nothing about it since.

The Department of Defense—the biggest and most expensive department in Washington—may be very defense-minded about a lot of things, but it doesn't appear to be very defense-minded about air transportation. Apparently the lessons of the Berlin lift

haven't sunk in very deep at the Pentagon. They haven't faced the problem that instead of just a 200-mile corridor from Frankfurt to Berlin, we might have to supply our allies and our own Air Force, Army, and Navy at distances of 2,400 miles. The Berlin lift was a great success in that it pumped some 5,000 tons a day into Berlin and broke the blockade. But if you had to stretch the Berlin lift out—not just 200 miles but all the way across the Atlantic—you would be lucky to see 500 tons a day coming out at the other end, and then only after a lot of good organizing had been done.

It is obvious that we are badly prepared in airlift. As against a military need for at least 2,000 C-54s (or 500 of a much bigger future type of plane)—planes that would be needed immediately in the event of another Pearl Harbor, we have on hand only about 600, and a lot of those are of twin-engine types which would be pretty pathetic for supply work across the ocean.

The Department of Defense was asked in May, 1949, to take a position on the Air Merchant Marine Bill, and it replied that it did not have sufficient studies on the subject and was not prepared to state its position. The Pentagon has been engaged most of the Summer in a sort of volley-ball game across the Potomac with the Civil Aeronautics Board, each tossing the responsibility for developing adequate airlift to the other. There are hopes,

(Continued on Page 16)



**HOW CHARTER  
AIR CARGO FLYING  
FARED IN  
GREAT BRITAIN  
IN 1949**

**The  
baltic  
air  
freight  
report**

**Intelligence  
from**

**Lambert Brothers, Ltd.**

**D**URING the past year the air freight market on the Baltic Exchange, which is now entering upon its third year of operations, has continued to expand and has established itself as the center for world-wide air charter transactions, where aircraft operators in all parts of the world are represented.

The year's chartering activities started very quietly, but this was very largely due to fact that so many of the larger charter aircraft were employed on the Berlin Airlift. After the termination of this operation, however, the market quickly became more active and a considerable increase in business was noted, and this has been maintained up to the present time.

September saw the devaluation, in relation to the dollar, of sterling and many other currencies, and while this did not have such a great effect on air chartering as might have been expected, it did give many European operators an advantage over American operators, particularly in the case of transatlantic flights.

A brief review of the year's activities, subdivided under various headings, follows:

**Fruit and Flowers, Etc.**

This traffic has been very disappointing as prices during 1949 have been very much lower than those ruling in 1947 and 1948, when large quantities were sent by air. As a result of these low prices the commodities could not bear the cost of air transport except in the case of certain early fruits, for which a few aircraft were chartered. Such flights included lemons from Amsterdam to the United Kingdom in April, strawberries from France to the United Kingdom in April and May, apricots from Spain to the United Kingdom in May, and grapes from Holland and Spain to the United Kingdom later in the year. In November and December of 1948 numerous cargoes of nuts were flown from France to the United Kingdom, but this traffic did not recur at all in 1949.

**Textiles**

Great use of air transport has been made again during the past year for the carriage of textiles and, numerous flights have taken place, in particular from North France and Italy to the United Kingdom. Under this heading we would also mention that large quantities of nylon stockings have been exported by air from this country to all parts of the world. With this type of traffic, one of the great advantages of air transport is the considerably reduced risk of pilferage while the goods are in transit.

**Ships' Crews and Spare Parts**

Shipowners all over the world are becoming increasingly aware of the advantages of air transport for the repatriation or changing of ships' crews and for the despatch of urgently required spare parts, and this traffic now accounts for a large proportion of all the air charters which are effected.

**Miscellaneous**

Under this heading we would include the many charter flights which were effected for the transport of racing pigeons during the Summer to various Continental destinations. Air transport is now almost exclusively used for this type of traffic.

Other types of livestock such as cattle, pigs, racehorses, etc., have also been sent by air to all parts of the world, and this traffic will no doubt continue to be sent by air in the future. The transport of a complete circus from Jersey to Guernsey last Summer in five *Dakotas* is worthy of mention in this category, and it is believed that this was the first occasion on which such a flight had been carried out.

*(Editor's Note: The January, 1947 issue of AIR TRANSPORTATION contains an article, Sanded in the Sky, which tells how a complete circus—90,000 pounds of wild animals, clowns, performers, tents, wagons, and other 'big top' paraphernalia'—was flown from Guatemala City to Havana.)*

Looking to 1950 we believe that we shall witness the continued growth of air charter business, and that an increasing number of commercial concerns will make use of the advantages that air transportation has to offer. In fostering this growth members of the Airbrokers Association, no less than aircraft operators, have a vital part to play.

# BALTIMORE....

## A Potential Waiting To Be Tapped

By A. H. HARGREAVES

*Aviation Director  
Baltimore Association  
of Commerce*



**B**ALTIMORE is in the unique position in air shipping of being able to offer shipments for air commerce and having them refused. Its potential, therefore, is well established for immediate development. There is, in addition, a vast undeveloped potential which will not become active until after service is offered and the shippers in the area become familiar with its advantages. This will be brought about through sales efforts and word-of-mouth advertising.

To understand the Baltimore paradox, it is necessary to review in part the history of air transportation in the city. Facilities and service are the keys. No other community in the country has had air transportation blow hot



AIR CARGO tail-gate loading platform (foreground) at Friendship International Airport.

and cold as Baltimoreans have experienced.

The city has experienced service ranging from a major international terminal for flying boat service to a complete suspension of service during the period that air travel was making its greatest gains. This had deterrent effects. During a period when the features of four-engine equipment were heavily advertised by the carriers, only twin-engine flights could serve the city because of the municipal airport's limitations. (The municipal airport is restricted by the CAA on gross load take-offs, causing four-engine equipment to sacrifice a part of their payload.) This, too, has left its mark. These factors, in addition to the airlines' efforts to sell the traveling public on the use of Washington National Airport as the terminal in the area for good flight service, discouraged rather than encouraged a part of the local citizenry.

Some of the more air-minded, however, decided that given proper facilities, the sixth largest city in the country could show normal development in air transportation. Friendship International Airport was thus conceived.

In a few months, service will be inaugurated at this 3,200-acre airport which embraces a 10,000-foot instrument landing runway. The airport site, located between Baltimore and Washington, was chosen to provide service for 206-square-mile area surrounding it. This includes a population in excess of two million and more than 3,000 manufacturing industries. A wide peripheral of new four- and six-lane express highways extends to most of the communities embraced by the airport. Representatives of the carriers presently serving Baltimore have indicated they believe Friendship will receive all of the cargo flights for the area.

When Friendship becomes operative, the lines will have at their disposal space for cargo storage to adequately handle shipments—tail-gate loading to

cargo docks and a new integral one-half or one ton parcel truck property corridor through which shipments move under cover to plane side. These new facilities in airport planning extend to provide in the final stages of the airport a separate cargo terminal embracing a railroad siding. The present storage space can be expanded as need develops to provide upwards to 200,000 to 300,000 square feet.

The area of basic development of Baltimore traffic is expected to follow the lines presently maintained in port traffic. Specifically, it is expected to flow Northwest, West, and Southwest to and from the city, but unlike the port traffic, not be bound to various rate differentials. In the same way that water traffic benefits by the city's geographical position, being as far south as Cincinnati and almost as far west as Rochester, N. Y., air commerce will use this centralized terminal for distribution and consolidation.

### Important Factor

Sea food will be a major factor in the development. Fish and fish products can be distributed to Western and Southern cities, fresher, faster and at a lower cost than most seaboard cities because of Baltimore's proximity, resulting in shorter flights.

Baltimore as the second largest apparel manufacturing center in the country already uses air shipping in domestic and international commerce. This phase is expected to grow as service improves. One Baltimore manufacturer of shoes uses air commerce exclusively to distribute his stock to Midwest sales outlets. Other warehouses will be eliminated when service is available, permitting regular distribution to additional communities. A Baltimore mail-order house also uses air freight with equal reliance for maintaining its bulk stock and for distributing its merchandise to other outlet stores.

One of the most unusual type ship-

ments moving with some degree of regularity from Baltimore is livestock. A large section of Maryland is devoted to raising registered cattle and pigs. These highbred animals move by air for breeding purposes. Not infrequently young herds are purchased and flown to their new homes, especially Latin American destinations.

This, of course, is principally a seasonal business as is the movement of baby chicks and flowers from the area. The Maryland chicks are shipped over a period of a few weeks all over the country. Lack of service has been the chief reason more of this business has not been flown.

Chemicals, biologicals, steel, steel products, airplane parts, machine parts, radios, radio parts, periodicals, printed matter, plastic products and electrical products add to the partial list of items manufactured in the Baltimore area already using air shipping to some degree.

These businesses will rely on air for transport more regularly as space becomes increasingly available. Pick-up and delivery also plays an important part in the reliability a firm will place on air freight. All too frequently a full day will be lost on an air-shipment because delivery is made after an 8 or 9 a.m. shift starts working.

Probably the most significant feature of Baltimore's development has been the demand by the city's consignees for the use of air. During the past two years, including the first 10 months of 1949, the city's poundage ratio has been two-to-one in favor of inbound shipments, generally West to East. This pattern is expected to remain after Friendship International Airport is in use.

The physical advantages of the city's air facility are such that while other seaboard cities are experiencing weather difficulties, the elevation of Friendship will make a Baltimore operation possible. The fact that at Balti-

(Continued on Page 22)



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## No. 11—FREIGHT FORWARDING

VERIFIED CASE HISTORIES TO HELP THE SHIPPER

By JOHN D. McPHERSON

President

Airborne Flower and Freight  
Traffic

It was the day before Christmas—a Saturday afternoon. Airline cargo schedules were somewhat spotty due to the heavy passenger load. Airline cargo personnel were shorthanded due to the holiday volume. The traffic department of a large pharmaceutical house was suddenly called on to send out 1,900 pounds of last-minute drugs to their branches at Seattle, New York, Chicago, Los Angeles, New Orleans, San Antonio, and Atlanta.

The drug house in question had never used Airborne and had been very skeptical of the value of a freight forwarder to them, believing that it could do as

well with its large volume by handling all shipments direct.

On this particular Saturday, however, also being shorthanded, the manager of distribution called Airborne. Airborne had a truck in the area, and immediately dispatched it to pick up the shipment. This was about 4 p.m. The driver, as soon as he had the shipment picked up, telephoned in the weights and destinations, a usual part of Airborne's procedure. While the shipment was in transit, space was reserved for the shipments on four different flights, the airwaybills were cut, and by the time the cargo arrived at the airport, everything was in readiness to include this shipment with the rest of the day's business of flowers and hard freight.

The first part of this shipment departed from San Francisco at 6 p.m.,

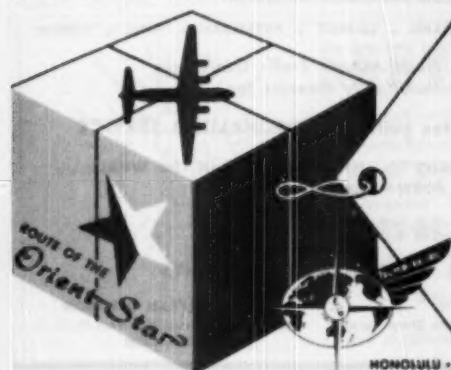
two-and-a-half hours after the order had been placed. The last portion departed at 7:15 p.m.

Not only was the shipper extremely pleased that one call to Airborne took the place of the many calls usually necessary to dispatch such a diversity of shipments, but he was also pleasantly surprised that through Airborne's tariff, which reflects the advantage of consolidation, he was not subject to irritating minimum charges on the smaller shipments.

The shipper, through availing himself of our service, not only saved himself many steps, but saved himself money.

The customer, however, was not the only one to gain. At a time when the passenger load was at its peak and cargo personnel was shorthanded due

(Continued on Page 22)



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FEBRUARY 1950—PAGE 13





(REG. U. S. PAT. OFF.)

**THE first airline to operate direct flights from New York to Hamburg, Scandinavian Airlines System, has increased its schedule between the two points to two a week—Sunday and Wednesday. SAS also has four other transatlantic flights each week, which make direct connections in Europe to the German cities of Düsseldorf, Bremen, Frankfurt, Munich, and Stuttgart.**

SAS didn't do badly at all this past Christmas season. During December 9-23, the Scandinavian air carrier's cargo business leaped 244 percent as compared with the same-period figures for the year before. John Church heads SAS's cargo department in the United States.

**The Flying Tiger Line and British Overseas Airways Corporation have concluded an interline agreement, linking the two carriers' operations. Under the agreement, shippers are now able to move their freight on a single airwaybill, with joint rates of Flying Tiger and BOAC applying to all parts of their systems. Less paper work!**

**Speaking of interline agreements, Pan Am and Mid-Continent Airlines recently signed one for the benefit of air shippers. MCA, which serves 31 cities in the central part of the United States, has adopted the standard International Air Transport Association airwaybill which is recognized all over the world. The domestic carrier's cargo agents, hitherto restricted to domestic shipments, have received instruction in the handling of international shipments.**

**Northwest Airlines has opened a new traffic office in Vancouver, British Columbia, headed by Frank E. Coufal, ex-district traffic manager at Houston for Chicago and Southern Air Lines. Address: 1719 Marine Building.**

**We hear from the aircraft industry that Boeing has completed its deliveries of 40 and 20 Stratocruisers, respectively, to Northwest and Pan Am . . . that Lockheed sold 42 new Constellations to major world airline operators last year . . . that two de Havilland Comet jet transports, which will cruise at 490 miles an hour with a range of 2,645 miles, have been ordered by Canadian Pacific Air Lines . . . that United Air Lines has ordered six Douglas DC-6Bs in addition to the six DC-6s ordered last August.**

**The Israeli aviation company, El Al, has inaugurated regular air service between Lydda and Rome, Zurich, Paris, and London.**

**Last year, Trans-Canada Air Lines flew more than 3,600,000 ton-miles of freight and express, representing an increase of 55 percent over 1948. The ton-miles of air mail flown—3,900,000—almost doubled the 1948 figure.**

**Continental Air Lines was recently authorized by the Civil Aeronautics Board to serve Socorro, Hot Springs, and Las Cruces, New Mexico, as intermediate points between Albuquerque and El Paso. CAL also is serving Bates, New Mexico, Trinidad, Colorado, and Las Vegas.**

**Air Cargo, Inc.'s, 1950 budget is more than \$50,000 below its 1949 expenditures. Robert Guest, who has resigned as treasurer, has been succeeded by M. F. Clement, formerly with the Reconstruction Finance Corporation.**

**Slick Airways, which has been sponsoring meetings highlighting the contribution of air freight to commerce and industry, recently arranged another one in San Francisco to point up the fact that since the advent of air freight carriers in 1946 the Western flower industry has shot up 500 percent. Said E. G. McLellan, a well-known Pacific Coast shipper:**

**"This increase in San Francisco Bay Area's \$50,000,000 flower industry is the direct result of the coming of the air freight lines. Prior to air freight lines, when only five percent went by air and the balance by rail, California flowers sold as second grade in the East. Now 90 percent**

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are delivered overnight by air freight and sold at premium prices."

Others participating in the conference were: William Zappettini, president, William Zappettini Company; John D. McPherson, president, Airborne Flower and Freight Traffic; Oran B. Bowditch, executive secretary, Northern California Flower Shippers Association; J. Bantlick, traffic manager, Consolidated Flower Shippers, Inc. (Bay Area); and A. C. Hunt, district sales manager, Slick Airways.

BOAC's new downtown receiving station in New York is located at 80 Water Street. This is in addition to the 420 Madison Avenue station.

American Airlines cargo men have sent along some of their loudest laughs of 1949:

"A Philadelphia printer last fall sealed a print order valued at a million dollars into cartons and rushed them to an American Airlines plane. They arrived in Boston to be met by a police escort, who guarded them on the route from the airport to Fenway Park. But the million dollars worth of baseball tickets took a nose dive in value when the Red Sox failed to clinch the pennant.

"The year's loudest airborne item gave a turn to air freight agents at Bridgeport, who were holding a shipment from the New Haven Clock Company for a scheduled flight to Little Rock. Shortly before departure a mighty carolling pealed forth from the boxes containing 300 alarm clocks. In his haste to get them to the airport, it seems the manufacturer had failed to turn off the alarms that had been set for simultaneous eruption.

"Nashville's biggest monkey hunt—and perhaps its first—stemmed from the humanitarian impulse of air freight men there who felt exercise was in order for two monkeys who had flown from the Celebes. The chase led all over the airport and ended only when one of the creatures took a liking for an American Airlines agent and swung down from a steam pipe to give him a hug. The other joined the love match eventually, which proves the beginning of love can be the end of freedom.

"Along with a number of live seals shipped from the West Coast to a New York zoo came a box of raw fish and instructions for feeding the seals en route. It wasn't until an agent almost lost a couple of fingers that anyone knew what the instructions failed to state. You toss a seal his fish."

Pan Am has inaugurated the first, through, one-plane service between New

York and Antigua, British West Indies. St. Johns, the capital, is now a weekly flag stop on the airline's New York-Buenos Aires route.

Four new-type Constellations have been sold to Air France by Pan Am.

Swissair is not off the North Atlantic run for good. It's due to come back again February 24.

The French charter outfit, Transports Aeriens Intercontinentaux, is reported to have come out way in the black last year. TAI operates seven DC-4s, and is said to be on the lookout for more four-engined Douglas aircraft.

Seaboard and Western Airlines has told the CAB that certification of an unsubsidized air freight carrier operating on the North Atlantic route would, in the first year of certification, make possible 2,200,000 pounds of traffic. The S&W brief points out that of the nearly 74 billion pounds of cargo moving in both directions between the United States, Europe, and the Middle East, 685 million pounds represent potential air freight. The first certificated year's expected traffic yield to S&W would be just 1.2 percent of the entire potential.

The transatlantic air freight carrier also is requesting authority to operate a flexible demand-type service, which would average one flight a day during the first year to Europe and the Middle East. It would increase its services afterward. S&W is seeking permission to pick up international freight from points along the Atlantic Seaboard and the Great Lakes area. Terminal points would be at Boston, New York, Newark, Philadelphia, Baltimore, Chicago, Cleveland, Toledo, Dayton, Cincinnati, Detroit, and Buffalo.

Underlining the need for the development of bulk cargo, Seaboard stated that half of its traffic comprised shipments weighing more than a ton. Only 10 percent of the total was shipments of less than 100 pounds. The S&W brief added that only 16 percent of the shipments hauled by the passenger carriers weighed more than a ton, and that 59 percent of the shipments weighed 300 pounds or less. Quoting a Port of New York Authority study, the brief showed that the air freight carrier's average shipment was four times heavier than those placed aboard passenger carriers.

It was CAB Examiner Thomas L. Wrenn who recently recommended that the Board approve the amended agreement by which Pan American World Airways would purchase the assets of American Overseas Airlines for \$17,450,000 in

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cash and consolidate the present route certificates of both PAA and AOA. A couple of weeks later the CAB's public counsel, James L. Highaw, Jr., and William F. Kennedy, did the unusual when they filed 11 exceptions to the Wrenn report. They have termed Wrenn's conclusions "erroneous and clearly contrary to the weight of evidence." TWA is bitterly opposed to the merger. The struggle's on.

Ralph S. Damon, president of TWA, recently told the Lockheed Management Club that the ten-miles of air cargo may "easily exceed" the ten-miles of passengers within the next decade. Also, the time may come when cargo dollar revenue will equal passenger dollar revenue. When will the latter take place? Damon hesitates to predict.

At the American Legion Aviators' Post in New York, the TWA head said that within the next 10 years four-hour coast-to-coast flights and six-hour transatlantic flights in jet air transports will "probably be a scheduled actuality." There are many problems which remain to be solved if

the commercial airlines are to employ jet aircraft, but "we cannot say that these challenges cannot be or will not be successfully met within the next 10 years."

Douglas Aircraft Company has opened a parts sales office in New York. Office, which is located at 267 Park Avenue, is headed by David Downey.

The British Air Charter Association reports that during the past year its member airlines hauled 16 times more cargo than in the previous year. Of course, the Berlin Airlift helped things a great deal.

The Military Air Transport Service has reestablished regular flights to South America. Six round trips a month are scheduled. These originate at Brookley Air Force Base, Mobile, Alabama.

Anyone interested in receiving gratis a copy of Shell's digest of state laws affecting tax on aviation fuels, drop a line to: Special Service Department, Air Transportation, 10 Bridge Street, New York.

**AIR MERCHANT MARINE**

(Continued from Page 9)

however, that Deputy Secretary Early will take hold at last and see that some positive position results. This airlift deficit is getting too serious to fool around with any longer.

2. *Certain vested interests.* A substitute bill, called the Prototype Bill, has been put forward by Senator Owen Brewster, R., Mass. (S. 426, S. 2301) and Representative Carl Hinshaw, R., Calif. (H.R. 73). There is nothing wrong with this bill, except that it does not go nearly far enough. We ought to have learned by this time the disadvantage of being "too little and too late." This Brewster-Hinshaw bill is endorsed by certain airlines, which do not want the more extensive bill as they are afraid an expansion of the civil air transport industry would bring about too much new competition. They have called the Air Merchant Marine Bill "socialism," while I maintain on the other side that the Government is not a socialist but a catalyst. They are pushing the substitute Brewster-Hinshaw Prototype Bill, which I regard as having the following defects:

(a) It doesn't produce any new transport planes until at least 1956 and possibly 1957, and therefore leaves this country as badly unprotected as it is now for the next seven years. If these gentlemen can prove that there is going to be no war, nor any disturbance which would require airlift on a bigger scale than the Berlin operation, then I would think it is quite all right to delay the preparation for defense. Otherwise, I don't think we can take that risk.

(b) The Brewster-Hinshaw measure omits any provisions for cost recovery and therefore is 100 percent handout

by the Government—entirely at the taxpayers' expense—with no provision for recovery of any of the Government's initial investment such as provided for in the competing measure, the Air Merchant Marine Bill.

(c) The Brewster-Hinshaw measure has a bad system of administration consisting of simply a part-time advisory board to be made up of bureaucrats already in the Government and to be located in the Air Force where naturally the military will have a much greater say than the civilians. By contrast the Air Merchant Marine Bill locates the new corporation in the Department of Commerce where the civilians will have as much to say as the military about the design of the aircraft which are, after all, to be used in commercial service during peace until they are needed for war work. The Brewster-Hinshaw bill furthermore provides no mobilization plan, so that the aircraft which are developed at the taxpayers' expense will not necessarily be drawn back by the military service if a war breaks out. By contrast, the Air Merchant Marine Bill provides the mobilization plan whereby the planes, and their operating crews working as teams, will be thrown into military service the moment war breaks out.

The Air Merchant Marine Bill is a well thought-out attempt to give this country sufficient protection in airlift at a minimum cost to the taxpayers. A cargo plane is a totally different thing from a gun or tank. It has great utility in peace and is not something to be put in grease and stored away as some of the people in the Pentagon advocate; it is both a sword and a plowshare. The cheapest way to

build up a fleet of planes and have them in readiness to expand our civil airlift, especially in the cargo direction.

Dr. Godfrey L. Cabot, eldest of the elder statesmen in aviation, recently prophesied:

"I predict that the time will come when the freight traffic through the air will greatly exceed passenger traffic through the air."

For three years I have been doing, with the assistance of some 40 people, entirely at my own expense, a great deal of research on the potentials in the air cargo business and I have come to the conclusion that there will be sufficient commercial cargoes to support a large fleet of planes of the types which the military will need.

We can do it.

"The only limit to our realization of tomorrow will be our doubts to today. Let us move forward with strong and active faith."

#### KNERR

It is unfortunate that the average citizen does not appreciate the fact that although time is working for us in our contest with dangerous foreign interests, it is working against us in the event of a sudden attack.

It is essential to our national security that prompt action be taken on developing a commercial airlift potential adequate to the emergencies of a sudden attack.

Although the President's Commission and the Aviation Policy Board of Congress stressed this necessity, nothing other than drafting of legislation has been accomplished in the past two years. That can very well be two years too late.

Any legislation that may be accomplished will be ineffective unless it meets the following requirements:

1. It must insure immediate action to create a Federal authority with power to call on the Army, Navy, Air Force, and the aviation industry, to participate in the creation of prototypes.

2. It must insure the creation of a code adequate to the requirements of air freight.

3. It must provide a corporate body to receive and disburse monies.

4. It must provide for the utilization of existing types and for new types of freight-carrying aircraft.

5. It must provide for sale or lease of aircraft developed by the air freight authority.

6. It must provide for the close co-ordination of air freight and air passenger control Federal authorities to render the two industries complementing and not conflicting.

7. It must provide for cost recovery.

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8. It must insure the Department of National Defense the authority to assume control in emergencies.

9. It must prevent mothballing of aircraft as an unwarranted burden on the taxpayer.

The only bill proposed which incorporates these features is the Air Merchant Marine Bill, and that is why I support it.

#### SCHILDHAUER

"Logistics—that branch of the military art which embraces the details of the transport, quartering and supply of troops," in our military planning for M-Day is seemingly neglecting air logistics. The Army Ground Forces are concentrating on mobility and flexibility of operations and are spending vast sums of money in developing equipment for such operations.

At the same time, our country has spent billions to bolster up the Western European countries and only recently allocated another billion-plus dollars for foreign assistance. It is hoped that all this will lead to continued peace and not to another war; however, recent news reports from Paris stated that though Russia is able to strike westward at any time, it is not expected she will do so for at least four

or five years. Should a sudden thrust be made, how can we disperse our forces in the early days of such counter action, for proper and rapid dispersal of our troops in the first 30 days may mean our survival.

We cannot meet such a threat by surface transportation when we gear up through air power. It must be met by air transport and then followed up by our merchant fleet. Today we are proportionately less prepared for the air support of our friendly countries than on Pearl Harbor day when we did not know the value of air power, atomic warfare, or jets and guided missiles.

It is imperative that the people of this country be made to realize this weakness in our air transport arm to move Army equipment overseas. Much has been written about the need of jet transports, but these are only a fraction of the real requirements. Jet transports are primarily for passenger service and their adaptation to carrying military cargo economically must still be developed. We certainly cannot wait until the jet transport has been developed and tested for civil air worthiness, certification and placed in production, a conservative time estimate of six years, to insure ourselves of security.

(Continued on Page 24)

*A new pharmaceutical product on the market, the threat of competition, and air freight transportation combined to put across one of 1949's top promotional jobs. And here's how it was done . . .*

# DISTRIBUTION

By LOUIS BARSHER  
*Traffic Manager*



Louis Barsher

**A**IR FREIGHT offered the only solution to a double-barreled time emergency when Union Pharmaceutical Company, of Montclair, New Jersey, was ready to launch its new Inhiston anti-histamine cold-stopper tablets a few weeks ago.

The time aspect was important for two reasons:

1. The tablets were not packaged for shipment until late in October,

when the "cold" season was about to start.

2. It was suspected that other drug firms were preparing to announce anti-histamine tablets, and Union wanted to reach the public first with Inhiston.

Because of air transportation—and only because of it—were we able to plan an advertising program, nationwide, which would break on a certain date, and simultaneously to be sure that drugstore shelves from coast to coast would be stocked and ready to meet what was certain to be unprecedented demand.

On October 26, 163 newspapers in 62 major cities throughout the country began publishing full-page advertise-



PRESIDENT ELLIOTT A. BOWLES (holding telephone) and John Beal, vice president-advertising, wading into the avalanche of mailed and telegraphed reorders following the introduction of Inhiston. Air transport helped the firm to steal the march on its competitors.



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ments stating that "here, at last," was the first genuine "cold-stopper" in medical history available without prescription at the corner drugstore.

Three days before that we undertook nation-wide air distribution of the tablets, an operation unique in the history of the American pharmaceutical industry.

Thousands of Inhiston packages began to move from our Montclair manufacturing plant to three airports, because the volume was too great for any one alone to handle. They were delivered to Newark, Teterboro, and LaGuardia Airports.

Packaging of the lightest sort, which can travel only by air, was utilized. The tablets themselves were packaged in dozens in paper double "matchbook" packets. These in turn went into drug shelf and display packages of 12 matchbooks per carton, and the cartons packed in light cardboard.

Cargo space was booked on Eastern, American, TWA, Northwest, United, Capital, Slick, and Flying Tiger.

Overnight the Inhiston was flown to all major distribution-point cities for redispach to others. Western Union was alerted, and as each aircraft touched down at its destination, messengers were on hand to meet the plans. They took over hand delivery of the tablets to the leading druggists in each city.


The immediate public reaction to Inhiston was beyond anyone's wildest imaginings, and first day's sales wiped out drugstore stocks. We worked night and day at the plant, filling orders as fast as was physically possible. But to keep up supplies throughout the country we had to continue to use air freight.

By mid-November, when supply began to answer the public's demand, we had airshipped over 175,000 pounds of Inhiston tablets to points as remote as Los Angeles, San Diego, Dallas, Miami, and St. Petersburg, as well as scores nearer New York.


The story of the new anti-histamine drugs and the development of the new principle of cold therapy is in itself a

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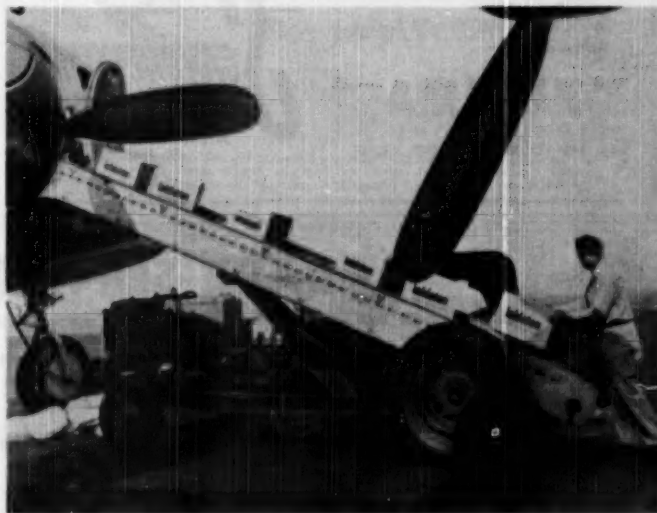
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THE ANTI-HISTAMINE TABLET

**INHISTON is still in short supply...ORDER YOURS TODAY!**



CARTONS OF THE NEW MIRACLE DRUG moving into the cargo hold of an American Airlines DC-4 at Newark Airport. Other airlines which hauled Inhiston were Eastern, TWA, Northwest, United, Capital, Slick, and Flying Tiger. Distribution was effected in hours.



dramatic one, and points up the necessity that impelled us to use the speediest transportation in getting it to the public.

Part of Union's preliminary research involved a study of the need for a genuine cold stopper. Everybody has colds, we know, but just how serious a disease is the common cold?

The results of our research staggered even us. We discovered that in the United States alone there are 500 million colds every year. Any Winter day there will be some 20 million people sneezing and sniffing simultaneously. Two out of every three people have three colds a year; two out of every

eight have four or more every 12 months.

Financially the pinch is just as bad. Colds cause more than half of all industrial absenteeism, and cause five times as much loss of production man hours as do strikes. A three-day cold, the usual duration, costs an average of \$25 per person. Industry pays an annual bill of two billion dollars in lost wages and lost production.

The figures left no doubt that the common cold is the nation's No. 1, most costly, most wasteful disease, even though it can't be described as "deadly."

Perhaps a word of explanation about

the new drugs is in order. Little known except to doctors and chemists 12 months ago, the mysterious words "histamine" and "anti-histamine" have become in that brief time part of the layman's lexicon.

Histamine is a chemical substance present in all living tissue, always in combination with other chemicals, always in delicate natural balance. When a person "catches" cold, this histamine is released, producing the symptoms of cold misery—runny nose, puffy eyes, sneezing, sniffles.

Modern anti-histaminic therapy dates from 1936-37 when French scientists at the Pasteur Institute correlated all previous studies and experimentation with anti-histamines. From that time they became widely known to doctors, and were used by physicians all over the world in the treatment of allergies such as hay fever and hives.

### Navy is Credited

To the Navy should go credit for pursuing the theory of anti-histaminic treatment of the common head cold, however, Captain John M. Brewster, medical director of the Great Lakes Naval Training Station Hospital, is really the "father" of the new concept.

A worse-than-average sufferer from colds, Captain Brewster was taking anti-histamines for treatment of a case of hives. He discovered that simultaneously the hives and a cold he had disappeared. Suspecting a connection between the two ailments, principally because he knew a histamine-like substance had been located in the nasal discharge of cold victims, he began a study which pointed to similarity between allergies and the common cold.

During the Winter of 1947-48 he tested five different anti-histamine drugs on 572 of the personnel of his wind-blown, exposed naval base, where colds were unusually prevalent. His findings, summarized in the United States Naval Medical Bulletin, showed:

When treatment was begun within

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the first hour of experiencing cold symptoms, all signs of a cold were banished in from 70 to 90 percent of the victims.

Captain Brewster then wrote:

"It is believed that real progress in the elimination of the common cold will be made when and if an anti-histaminic drug which is effective and yet sufficiently safe to permit the public to purchase it without a prescription is developed. If properly and universally used, the anti-histaminics could reduce the incidence of colds to near the vanishing point. The abortion of the common cold is so truly unique, it must be experienced to be appreciated."

## Findings Confirmed

Once Captain Brewster's findings were published, other physicians began testing the drug on countless cold sufferers throughout the country. Their findings were all positive confirmation of Brewster's, and provided such strong evidence that the *Journal of the American Medical Association* last September stated:

"The common cold is an allergic response in susceptible persons to a specific protein that is the cold virus or its product."

Here, at last, man apparently had the solution to the disease which has plagued him through all his years. Union's researchers had been at work on anti-histamines for some time. We had one that had been thoroughly researched and screened in thousands of patients, but not until it had been thoroughly proved as both safe and effective was it released for public sale. When we had the necessary proof of Inhiston's safety and effectiveness in hand, we reached the decision to fly it all over the country, and to break the story of it on a nation-wide basis.

Air shipments were scheduled. The day the advertising appeared, it became evident that the initial shipments would never meet the demand. Stores were sold out in a matter of hours.

All our telephone lines were clogged, telegrams flooded in to the plant. My staff worked 14 hours a day, Saturdays and Sundays, in an attempt to fill orders.

Fantastic events were the rule. One girl in the sales department was offered a diamond ring to speed a certain order. The president of a large Eastern drug distributing concern drove up in a company trailer cab, and offered us his check for \$100,000-worth of Inhiston to be loaded at once.

To fill orders, we found it necessary to expand our air shipment program, and from late October till mid-Novem-

ber we had daily shipments going from all three airports. The first 175,000 pounds air-shipped were, of course, just a drop in the bucket. Inhiston is now being produced at a rate of over 100,000,000 tablets a month, and although Union is now able to meet its orders and fill them immediately, the demand is still growing.

We have evidence that Inhiston has already made its European debut, for it is being airmailed abroad by European-born Americans and residents in the United States. We at Union are satisfied that speed and air transportation are synonymous.

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## BALTIMORE

(Continued from Page 12)

more all carriers will be able to operate at one airport for connection purposes has obvious advantages. Similarly, the airport site alongside a main line railroad and at the junction of United States Route 40, East and West, and Route 1, North and South, will not be a detriment to the airport's use for international or domestic flights. The airport is designed to withstand the weight of any aircraft—flying, on the drawing boards, and beyond.

Flight service at Friendship is expected to be provided by the 10 domestically certificated carriers to the city and at least two over-water lines, one to the West Indies, the other to Europe.

### Shortest Air Route

As this service becomes integrated, it is assumed the carriers will use facilities at their disposal to their best advantage. An analysis will show Baltimore lies on the shortest air route between a large section of industrial America and the markets of the world.

The present habits of the shipping public, which make Baltimore the second largest port in the United States, need only to be directed to include it as the air gateway when it is in the buyer's or seller's interest. The Baltimore City aviation promotional groups, coupled with the carriers' determination to make all specific operations self-sustaining when possible, will accomplish this.

Local studies indicate traffic flow of domestic and overseas shipments moving at Baltimore will then follow a pattern of heavy exports through Baltimore and imports relatively light. Exports will be made up of local shipments and those destined to Europe or Latin America from interior points. Imports, on the other hand, while usually smaller than exports, will be less at Baltimore than other gateways. These imports primarily will be consigned to Baltimore area firms and Government agencies.

The domestic movements of air cargo are expected to follow the lines of development already established. There will be increases in all categories and some new products and printed mate-

rial. Consignees must be sold on the use of air, since seldom does the shipper control the type of transportation to be used.

This will best be accomplished, however, by obtaining the seller's cooperation. It would then be possible for the carriers to provide potential volume shippers with air cargo literature especially designed to their products to accompany all sales material. This type of promotion is usually effective in bringing about an immediate increase in volume. The complete job requires getting the story told in other than the metropolitan areas of the country. When this is done, there can be no question of potential in any industrial community. The success of the sales effort in these cases is even more directly related to the surface transportation because it often results in sample shipments. If the theory of reduced inventories is the selling point, delays are intolerable.

The Baltimore plan to reduce delays is projected around a centralized midtown assembly terminal. Several trucking companies have expressed an interest in operating trucks on the same basis as passenger traffic—basically, shuttle service between a downtown terminal and the airport with on-route intermediate deliveries. Outlying districts would receive service on trucks making other deliveries in the same section of the city. Air cargo would get preferred handling or first delivery. This would permit lower unit cost handling, in spite of the transfer.

### Close Relation

It is interesting to notice how closely related the service pattern and volume of business appear. At Baltimore and many other communities throughout the country, the ratio of one to the other is almost identical. Business can force additional service only when equipment is available. Today's carriers of domestic air cargo appear not to have the necessary equipment to handle the business.

Competition between like businesses will often create a demand. That demand must be labeled potential until it is served. Alternate arrangements do not satisfy, but merely postpone.

Baltimore's potential in air commerce must be acknowledged until it is proven otherwise. The short-haul or interme-

diated stop shipper should have the same opportunity to use the service as a terminal shipper. Potential cannot be confined to daily averages but should be considered the average between the peak demand and daily average. In this way except for the peak periods, a potential, like an unknown quantity of water coming from a mountain stream, can seek its own level. There is no way to measure it until it is dammed, then only until it spills over. As long as shipments are refused, potential exists.

## AIR SHIPPING LESSON

(Continued from Page 12)

to the holiday, four different airlines received shipments from Airborne completely prepared for dispatch. The proper airwaybills were cut, the routing determined, the individual packages were properly labeled and addressed; and at a time when minutes and men were precious, the airlines involved had nothing further to do with this shipment other than to enter it on their manifests and send it on its way.

By SAMUEL SHAPIRO  
President

Samuel Shapiro and Co., Inc.

A recent shipment was made to Curacao. Our client requested beforehand a comparison of costs by air versus surface and also took into account the difference in costs for the containers to be used in the air movement as against those via surface. Air won. 332 men's suits were in the shipment packed into 14 light corrugated cartons. The gross weight was 1,130 pounds. The invoice value was nearly \$8,000. Shipper paid the following:

Through air carriage	\$379.68
Pickup charge at Baltimore	5.09
All-risk insurance	13.50
<b>Total</b>	<b>\$398.27</b>

The terms of sale were sight-draft against documents. The through time, including customs clearance at destination, was two days. The Baltimore shipper received payment eight days after the pickup in Baltimore. This pleased him as he received his money quickly at no extra cost, and the consignee was pleased because he received his goods in ample time for the Christmas trade and at no extra cost.

A surface movement would have required the packing into four large,

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heavy packing-cases lined with heavy waterproof material. Each case would have consumed 20 cubic feet. Below, I itemize the total cost:

Cost of cases, inner packing and bands	\$100.00
Ocean freight to the port for Caracas—10 cubic ft. @ \$12.61 ft.	126.80
On-carriage charges to Caracas	20.00
Insurance against all risks	120.00
Truckage to Baltimore docks	22.50
Wharfage on Baltimore docks	2.00
<b>Total</b>	<b>\$393.30</b>

The through time via the above route would have required over two weeks—too late for the Christmas trade—as surface ships usually make several stops enroute. Shipper would have received his money in about a month.

A careful analysis of this transaction will show how great the advantages are to both shipper and the airline. The shipper and his customer benefitted at practically the same cost. The airline benefitted because it could handle small cartons with ease, affording additional room for more freight.

There is a tremendous future for air shipping. The possibilities are unlimited.

By **WILLIAM J. KEALEY**  
Sales Manager  
Peter A. Bernacki Interests

The newsreel camera clicks. President Truman in Washington is making an important announcement that is of world-wide interest. The photographer has the camera in proper focus and the microphone is receiving every important word that is being recorded on the film sound truck. The President stops; the announcement is ended and shortly

thereafter the cameraman removes the film from his camera. The film is packed quickly for shipping to the laboratory in New York.

A mad dash to the Washington airport and the film is placed aboard the first available flight to New York. Soon after arrival at LaGuardia Airport the film is turned over to a waiting messenger who rushes it to the laboratory. Prints are made and the same night you view the President on your own television in the comfort of your living room at the same time that other prints are flown to the four corners of the earth.

That is how simple it appears if you allow your thoughts to wander beyond the television, but suppose we take a peek behind the scenes in getting these timely newsreels to you. The responsibility of producing newsreels for television consumption has been assumed by Telenews Productions, Inc., a young and active organization devoted to the task of bringing you the current news through the television newsreel. When questioned as to how it was possible to receive, process, and distribute the newsreels with such precision and time-saving efficiency, it was learned sometime ago that Telenews Productions, Inc., had gone through the trial-and-error period of trying to handle the distribution of its films only to find that the company fell short in every attempt, while production was next to perfect. The firm then tried the services of various airlines, only to give up after receiving less results than its own distribution service provided.

Finally TPI contacted the organization of Peter A. Bernacki. Upon request equipment was dispatched to the airport to meet the incoming flight carrying the newsreel clip. Within a

short time the laboratory received the film from the Bernacki driver, and immediately the job of processing the film began. The complete newsreel film was previewed and finally packed for shipping to your local television station. At the same time additional newsreel prints were being packed for distribution throughout the world. After the packing of the complete newsreel had been accomplished a driver from Bernacki organization sped the newsreels to LaGuardia and Idlewild Airports to make the earliest possible planes. Export newsreels are shown in theatres in the absence of the development of television abroad.

•  
**CHARLES L. GALLO**  
President

#### Air Express International

With the racing season in Rio De Janeiro only three days off the Jockey Club was in urgent need of camera equipment to photograph the races. The problems encountered in expediting this equipment to Brazil were: expiration of the import license, expiration of the letter of credit, drafts to be presented to the bank, complete documentation, material not assembled thus actual weights and measurements not available.

Immediately upon contact from the supplier in New York, our traffic specialists prepared all documents through constant telephone calls between the supplier and assembler. With all documents being prepared, another problem encountered was when the cubic measurements were found to exceed the actual weight. Thus the documents had to be altered to meet the rigid regulations of the bank and consulate. Direct contact was made with the consulate

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for special consideration for immediate legalization of the documents and airway bill visaed. A special messenger delivered to the bank the necessary documents with the right draft against the letter of credit expiring that same day.

The equipment was dispatched aboard the flight that day upon backing space reservations with the air carrier. A cable was dispatched to the consignee advising actual flight data. As a result of the freight forwarder's flexibility in such conditions, personal and telephone contacts, and thorough knowledge combined with the fine cooperation of the air carrier, this equipment was at the race track post in time for the photo finish.

## AIR MERCHANT MARINE

(Continued from Page 17)

We need a clearer understanding of our immediate problem, the filling of the gap from today until the time more efficient transports are produced by developing an air cargo business both domestic and overseas, our ultimate goal a real air merchant fleet. Such a development cannot be accomplished through the enactment of the prototype bills now before the Congress. The provisions in these bills will not fill the gap; the solution to meet our needs is the enactment of the principles of the Air Merchant Marine Bills, which include the provisions in the prototype bills and fill the gap by starting with existing types of cargo transports until the newer types become available. It is prudent planning for our immediate needs to have pilot production lines in being that can be accelerated when necessary to meet our defense needs. Air power with no air transport is no power at all.

### BLACK\*

The realities of atomic warfare make it mandatory that future strategic planning take maximum advantage of mobility and dispersion. Since mobility is a prerequisite of dispersion, the

\* Colonel Black's views are his own and do not represent the official Department of the Army position on this legislation.

nation with the greatest logistic capability will have a major advantage in any future conflict. The logistic yardstick in World War I was the foot soldier's  $2\frac{1}{2}$ -mile per hour pace; in World War II it was the 30 miles per hour of the  $2\frac{1}{2}$ -ton truck; in World War III it will be the block-to-block speed of the cargo plane.

Those concerned with national security have yet to press for a bold legislative program which will in time of peace encourage and assist the development of our national air logistic capability to the point where it can begin to meet the requirements of our armed forces in a time of emergency.

Fortunately Congress has taken the initiative in this matter and already is holding hearings on two bills which are designed to increase the United States' air logistic potential. The various advantages of the Air Merchant Marine Bill over the Prototype Bill are discussed elsewhere in this article. The purpose of the following brief discussion is to examine the validity of some of the principle criticisms of the Air Merchant Marine Bill which have been advanced by responsible groups both within and without the Government. It is believed that these criticisms stem from misconceptions or ignorance of three very basic subjects: first, the Air Merchant Marine Bill itself; second, the commercial air cargo potential; and third, the imminence of an actual military threat to this country.

Specifically, some groups that have been instructed to study both of these air transport bills so as to submit impartial and objective recommendations on their relative worth have come to the erroneous conclusion that the Air Merchant Marine Bill makes it mandatory for the Government to purchase large numbers of existing aircraft, thus neglecting vitally important prototype developments. This, of course, was not the intent of Congressman Kennedy when he introduced the House version of the bill (H.R. 448), and it is only by assuming connivance on the part of the board of directors of the proposed Aircraft Development Corporation that

it is possible to distort the actual language of the bill to this end. The precise wording of the pertinent sections of the Kennedy bill is as follows:

"Sec. 7. So long as the aggregate number of cargo aircraft (privately owned and owned by the United States) is inadequate to effectuate the policy declared in section 3 (a), it shall be the duty of the Corporation, within the limits of funds available to it, to purchase from manufacturers in the United States such number of cargo aircraft as may be necessary to effectuate such policy. Such aircraft shall be of existing types and of types hereafter developed, in such proportions as in the judgment of the Corporation will best promote air commerce and strengthen the national defense."

"Sec. 3. (a) It is hereby declared to be the policy of Congress to provide for the taking of appropriate action to insure that there will be available the number of cargo aircraft adequate to meet the potential domestic and international commercial requirements of the United States (as determined from time to time pursuant to section 6) but not in excess of the number adequate to meet the military reserve requirements of the United States (as determined from time to time pursuant to section 6)."

"Sec. 6. The Corporation is authorized and directed to make a continuing survey and study of (1) the potential domestic and international commercial requirements of the United States for cargo aircraft and (2) the military reserve requirements of the United States for cargo aircraft. The Corporation shall report to Congress, from time to time, the results of such survey and study, but not less frequently than annually."

Certainly Sec. 7 makes it clearly a responsibility of the five full-time, impartial citizens who comprise the board of directors of the Aircraft Development Corporation to determine how best in the interest of air commerce and national defense to spend the available funds between prototype development and purchase of existing aircraft.

Another criticism of the Air Merchant Marine Bill is that even if the Aircraft Development Corporation did purchase numbers of aircraft and make them available to private operators for cargo or passenger purposes, there is no assurance that the private operators would find sufficient profits in the air transportation field to warrant their

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leasing the planes. It is difficult to refute this pessimistic assumption with figures because adequate studies of our commercial air potential have not yet been completed. H.R. 448 recognizes this and in Sec. 6 directs the corporation to make a continuing survey of both civilian and military requirements so that the board of directors will have adequate data on which to base their decision as to the number of existing aircraft to be purchased for lease.

Recent figures indicate little cause for concern over the future of air transportation. The 16 certificated domestic airlines showed an operating profit of close to \$28 million during the first 10 months of 1949, as well as a 14 per cent increase over the preceding year in revenue passenger-miles flown. By the very nature of American competitive enterprise the commercial air potential is there. What is needed are the planes to develop this potential.

In addition to their firm confidence in the ability of the American business man to make profits by placing the obvious advantages of air transportation at the disposal of the general public, the authors of H.R. 448 were prompted to introduce this bill because they believe there is an urgent national defense requirement for a fleet of cargo aircraft which could be made available immediately to the National Defense Establishment in the event of an emergency. In particular they felt that the Brewster Prototype Bill (S. 2301), which was already under consideration, would not provide these much needed aircraft in quantity for at least five, and more probably eight years after the enactment of the legislation.

It is doubtful that any responsible official in the Department of Defense would, considering the current world situation, be prepared to accept the risks involved in preparing their strategic

plans on the assumption of eight years of unbroken peace. In fact, with the certain knowledge that the Soviets began atomic bomb production not later than September, 1949, it would be a dereliction of duty to accept any national security risks. If the Russians can produce 50 bombs per year as various experts have publicly predicted, simple multiplication will show that by 1955 they will have a capability of causing terrific destruction should they launch a surprise attack. Furthermore, this atomic capability added to their already considerable military forces "in

being" could well, unless the top United States policy changes radically in the meanwhile, place Soviet Russia in a position of over-all military superiority at that time.

Certainly, in the light of these facts, our country must take steps to build up a merchant marine of the air which will be both immediately available and, by a concurrent program of prototype development, completely modern. The Air Merchant Marine Bill, if enacted, will make the U. S. first in the world markets and, if necessary, first on the world's battlefields with our troops.

## DOMESTIC AIR PARCEL POST RATES

Zone	First pound over 8 ounces	Additional pounds
Zone	Cents	Cents
1 and 2	55	4
3	60	4
4	65	14
5	70	24
6	75	33
7	80	45
8	85	55

Weight	Zone 1 and 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8
Over 8 ounces to—							
1 pound	\$0.55	\$0.60	\$0.65	\$0.70	\$0.75	\$0.75	\$0.80
2 pounds	.59	.63	.79	.84	.89	1.20	1.45
3 pounds	.63	.79	.88	1.10	1.41	1.66	2.10
4 pounds	.67	.84	1.07	1.42	1.74	2.10	2.75
5 pounds	.71	.93	1.21	1.66	2.07	2.65	3.40
6 pounds	.75	1.00	1.35	1.80	2.40	3.00	4.00
7 pounds	.79	1.08	1.49	2.14	2.73	3.45	4.70
8 pounds	.83	1.16	1.68	2.38	3.06	3.90	5.35
9 pounds	.87	1.24	1.77	2.62	3.39	4.35	6.00
10 pounds	.91	1.32	1.91	2.87	3.73	4.80	6.65
11 pounds	.95	1.40	2.05	3.10	4.06	5.25	7.30
12 pounds	.99	1.48	2.19	3.34	4.40	5.70	7.95
13 pounds	1.03	1.56	2.33	3.58	4.71	6.15	8.60
14 pounds	1.07	1.64	2.47	3.82	5.04	6.60	9.25
15 pounds	1.11	1.73	2.61	4.06	5.37	7.05	9.90
16 pounds	1.15	1.80	2.75	4.30	5.70	7.50	10.55
17 pounds	1.19	1.88	2.89	4.54	6.03	7.95	11.20
18 pounds	1.23	1.96	3.03	4.78	6.36	8.40	11.85
19 pounds	1.27	2.04	3.17	5.02	6.69	8.85	12.50
20 pounds	1.31	2.12	3.31	5.26	7.02	9.30	13.15
21 pounds	1.35	2.20	3.45	5.50	7.35	9.75	13.80
22 pounds	1.39	2.28	3.59	5.74	7.68	10.20	14.45
23 pounds	1.43	2.36	3.73	5.98	8.01	10.65	15.10
24 pounds	1.47	2.44	3.87	6.22	8.34	11.10	15.75
25 pounds	1.51	2.52	4.01	6.46	8.67	11.55	16.40
26 pounds	1.55	2.60	4.15	6.70	9.00	12.00	17.05
27 pounds	1.59	2.68	4.29	6.94	9.33	12.45	17.70
28 pounds	1.63	2.76	4.43	7.18	9.66	12.90	18.35
29 pounds	1.67	2.84	4.57	7.42	9.99	13.35	19.00
30 pounds	1.71	2.92	4.71	7.66	10.32	13.80	19.65
31 pounds	1.75	3.00	4.85	7.90	10.65	14.25	20.30
32 pounds	1.79	3.08	4.99	8.14	10.98	14.70	20.95
33 pounds	1.83	3.16	5.13	8.38	11.31	15.15	21.60
34 pounds	1.87	3.24	5.27	8.62	11.64	15.60	22.25
35 pounds	1.91	3.32	5.41	8.86	11.97	16.05	22.90
36 pounds	1.95	3.40	5.55	9.10	12.30	16.50	23.55
37 pounds	1.99	3.48	5.69	9.34	12.63	16.95	24.20
38 pounds	2.03	3.56	5.83	9.58	12.96	17.40	24.85
39 pounds	2.07	3.64	5.97	9.82	13.29	17.85	25.50
40 pounds	2.11	3.72	6.11	10.06	13.62	18.30	26.15
41 pounds	2.15	3.80	6.25	10.30	13.95	18.75	26.80
42 pounds	2.19	3.88	6.39	10.54	14.28	19.20	27.45
43 pounds	2.23	3.96	6.53	10.78	14.61	19.65	28.10
44 pounds	2.27	4.04	6.67	11.02	14.94	20.10	28.75
45 pounds	2.31	4.12	6.81	11.26	15.27	20.55	29.40
46 pounds	2.35	4.20	6.95	11.50	15.60	21.00	30.05
47 pounds	2.39	4.28	7.09	11.74	15.93	21.45	30.70
48 pounds	2.43	4.36	7.23	11.98	16.26	21.90	31.35
49 pounds	2.47	4.44	7.37	12.22	16.59	22.35	32.00
50 pounds	2.51	4.52	7.51	12.46	16.92	22.80	32.65
51 pounds	2.55	4.60	7.65	12.70	17.25	23.25	33.30
52 pounds	2.59	4.68	7.79	12.94	17.58	23.70	33.95
53 pounds	2.63	4.76	7.93	13.18	17.91	24.15	34.60
54 pounds	2.67	4.84	8.07	13.42	18.24	24.60	35.25
55 pounds	2.71	4.93	8.21	13.66	18.57	25.05	35.90
56 pounds	2.75	5.00	8.35	13.90	18.90	25.50	36.55
57 pounds	2.79	5.08	8.49	14.14	19.23	25.95	37.20
58 pounds	2.83	5.16	8.63	14.38	19.56	26.40	37.85
59 pounds	2.87	5.24	8.77	14.62	19.89	26.85	38.50
60 pounds	2.91	5.32	8.91	14.86	20.22	27.30	39.15
61 pounds	2.95	5.40	9.05	15.10	20.55	27.75	39.80
62 pounds	2.99	5.48	9.19	15.34	20.88	28.20	40.45
63 pounds	3.03	5.56	9.33	15.58	21.21	28.65	41.10
64 pounds	3.07	5.64	9.47	15.82	21.54	29.10	41.75
65 pounds	3.11	5.72	9.61	16.06	21.87	29.55	42.40
66 pounds	3.15	5.80	9.75	16.30	22.20	30.00	43.05
67 pounds	3.19	5.88	9.89	16.54	22.53	30.45	43.70
68 pounds	3.23	5.96	10.03	16.78	22.86	30.90	44.35
69 pounds	3.27	6.04	10.17	17.02	23.19	31.35	45.00
70 pounds	3.31	6.12	10.31	17.26	23.52	31.80	45.65

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# AIR TRANSPORTATION *Congratulate*

## ★ EXECUTIVE ★

**T. E. BRANIFF**, president and chairman of the board of Braniff International Airways, whose portrait has been hung in the Oklahoma Hall of Fame. An outstanding Catholic layman who, in 1944, was made a Knight Commander of St. Gregory by the Pope, his name has been connected with numerous organizations.

**GORDON R. MCGREGOR**, O.B.E., D.F.C., president of Trans-Canada Air Lines, elected a member of the Executive Committee of the International Air Transport Association.

**GEORGE C. VAN NOSTRAND**, elected vice president and general manager of American Airlines de Mexico, succeeding **JACQUES DE SIBOUR** who has resigned for personal reasons. Van Nostrand leaves his job as assistant vice president for AA in Washington.

**ARTHUR F. KELLY**, elected vice president-sales of Western Air Lines. A veteran of 15 years in the air transportation business, he joined WAL in 1937.

**WARREN E. KRAEMER**, appointed assistant to the vice president John B. Walker of Braniff International Airways. He will act as adviser and consultant in the handling of BIA's Latin American services.

**W. S. WEISMANN, JR.**, and **LEE GLASGOW**, named by American Airlines to the respective posts of assistant to the vice president in the Washington, D. C., administrative office, and assistant treasurer. Both joined AA in 1936.

**MICHAEL E. COLE**, **HUGH B. JOHNSON**, **MYRON W. REYNOLDS**, **EARL B. JOCHIM**, and **JOHN A. SULLIVAN**, appointed by Bonanza Air Lines to the following posts: Cole, vice president-traffic and sales; Johnson, vice president-operations; Reynolds, chief pilot; Jochim, chief accountant; and Sullivan, superintendent of stations.

**DANIEL R. WINTER** and **W. B. LENKARD**, named by the Gulf Oil Corporation to fill the positions of assistant general manager in charge of transportation sales and assistant general manager in charge of the airport market, respectively.

## ★ CARGO ★

**LOUIS A. CHOLOT**, one of the best-known figures in the transportation business, now serving Northwest Airlines as its Eastern cargo manager. A co-founder of the Black Diamond Steamship Corporation and Export Steamship Corporation, he has held important posts with the International Mercantile Marine Company (now United States Lines), United States Shipping

Board, Emergency Fleet Corporation, and Pan American World Airways.

**HERBERT E. YATES** and **JAMES O'CONNOR**, named by KLM Royal Dutch Airlines to the respective posts of cargo sales representative in the New York area and cargo representative in Chicago. Yates was formerly connected with Air Express International, and O'Connor with American and Continental.

## ★ SALES ★ TRAFFIC

**EUGENE LEFFERTS**, formerly connected with Pan Am, now with National Airlines as its New York district sales manager.

**A. S. ALDRIDGE** and **DONN DEARING**, appointed to the respective posts of West Coast manager and assistant to Rex Brack, general traffic-sales manager of Braniff International Airways. Both have extensive transportation backgrounds.

**JOHN W. HUTCHINSON** and **ROBERT B. MINOGUE**, named by Northwest Airlines to serve as regional traffic manager and district traffic manager, respectively, in Washington, D. C. Hutchinson has been with NWA since 1940, and Minogue since 1939.

**F. L. C. VERSTEEGH**, appointed West Coast representative for KLM. He has been the Dutch airline's Los Angeles representative for the past three years. **JAMES H. HUNTER** has been placed in charge of the company's Los Angeles office.

**JOHN DEREK AHLERS**, formerly with Curtiss-Wright, Fairchild, and Ranger, now with The Babb Company as its aircraft sales representative in the New York area.

## ★ ADVERTISING ★ PUBLIC RELATIONS

**ROBERT T. KENNEY**, who has been in aviation public relations for the past six years, appointed director of public relations of the Aircraft Division, Fairchild Engine and Airplane Corporation.

**DONALD S. GALL**, well-known figure in aviation circles, named public relations manager of the Propeller Division, Curtiss-Wright Corporation.

**PAULO EINHORN**, former official of Panair do Brasil, named Braniff International Airways' publicity director in Brazil.

**FRANK BRINE**, appointed advertising manager of The Babb Company.



T. E. Braniff G. R. McGregor G. C. Van Nostrand Arthur F. Kelly Clive Adams

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# AIR SHIPPING ★ ★ ★

[REG. U. S. PAT. OFF.]

## International Cargo Rates (including U. S. possessions and territories)

Air cargo rates quoted are based on prevailing tariffs, subject to change without notice. However, that these rates are subject to change.

All international rates are quoted on an airport-to-airport basis, with the pickup and delivery charges wholly apart. International carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

### AIRPORT SYMBOLS

<b>ADP</b> —Anchorage	<b>LAX</b> —Los Angeles
<b>ALB</b> —Albuquerque	<b>MEX</b> —Mexico City
<b>BGR</b> —Bangor, Me.	<b>MIA</b> —Miami
<b>BUJ</b> —Birmingham, Tenn.	<b>MKE</b> —Milwaukee
<b>BOS</b> —Boston	<b>MSP</b> —Minneapolis-St. Paul
<b>BRO</b> —Birmingham, Ala.	<b>MOB</b> —Mobile
<b>BTY</b> —Burlington, Vt.	<b>MTL</b> —Montreal
<b>CHS</b> —Charleston, S. C.	<b>MSY</b> —New Orleans
<b>CHI</b> —Chicago	<b>LGA</b> —New York (La Guardia)
<b>CLE</b> —Cleveland	<b>IDL</b> —New York (Idlewild)
<b>CRP</b> —Cape Canaveral, Fla.	<b>NEW</b> —Newark
<b>CTB</b> —Cotuit, Mass.	<b>ORF</b> —Norfolk
<b>DAL</b> —Dallas	<b>SLD</b> —St. Louis
<b>DEW</b> —Denver	<b>CAK</b> —Oakland, Calif.
<b>DTW</b> —Detroit	<b>PAK</b> —Pittsburgh
<b>DLM</b> —Duluth	<b>PIA</b> —Phoenix, Ariz.
<b>ELD</b> —El Dorado, Ark.	<b>PHL</b> —Philadelphia
<b>EVY</b> —Evansville, Ind.	<b>PIT</b> —Pittsburgh
<b>FWA</b> —Fort Wayne, Ind.	<b>PDX</b> —Portland, Ore.
<b>FTW</b> —Fort Worth	<b>QVY</b> —Quebec, N. S.
<b>GFK</b> —Grand Forks, N. D.	<b>STL</b> —St. Louis
<b>GRW</b> —Greenwood, Miss.	<b>SLC</b> —Salt Lake City
<b>HOU</b> —Houston	<b>SAT</b> —San Antonio
<b>IND</b> —Indianapolis	<b>SFO</b> —San Francisco
<b>JAN</b> —Jackson, Miss.	<b>SAV</b> —Savannah
<b>JAX</b> —Jacksonville	<b>SEA</b> —Seattle
<b>KMG</b> —Kansas City, Mo.	<b>SHV</b> —Shreveport, La.
<b>KIN</b> —Kingston, Jamaica	<b>SGF</b> —Springfield, Mo.
<b>LIT</b> —Laredo	<b>TPA</b> —Tampa
<b>LNY</b> —Little Rock, Ark.	<b>MUF</b> —Trenton, N. J.
	<b>TOL</b> —Toledo, Ohio
	<b>YTO</b> —Toronto, Ont.
	<b>VR</b> —Vancouver, B. C.
	<b>WDC</b> —Washington, D. C.

### AIRLINE SYMBOLS

<b>AF</b> —Air France
<b>A</b> —American Airlines
<b>AO</b> —American Overseas
<b>B</b> —British International Airways
<b>B</b> —British Commonwealth Pacific Airways
<b>BO</b> —British Overseas Airways Corp.

### CS—Chicago & Southern Air Lines

<b>C</b> —Colonial Airlines
<b>KA</b> —Kansas Aero International
<b>K</b> —KLM Royal Dutch Airlines
<b>N</b> —National Airlines
<b>NE</b> —Northwest Airlines
<b>NE</b> —Northwest Airlines
<b>P</b> —Pan American World Airways and affiliates
<b>PH</b> —Philippine Air Lines
<b>S</b> —Sabena
<b>SE</b> —Saskatchewan Airlines System
<b>SW</b> —Sealand & Western
<b>SK</b> —Skyline Airways
<b>SA</b> —Swire
<b>TA</b> —TACA Airways
<b>T</b> —Trans-Canada Air Lines
<b>TC</b> —Trans-Caribbean Air Lines
<b>TR</b> —Transwestern Air Lines
<b>TW</b> —Trans World Airline
<b>U</b> —United Air Lines
<b>W</b> —Western Air Lines

### COMMODITY RATES: Apply to airman.

**AO:** Valuation charge is applicable only on shipments with a valuation of over \$7.45 per pound. Minimum charge is \$5 for 1 lb. (4.54 oz.).

**C:** In Canadian currency.  
**R:** Valuation charge is only on shipments with a declared valuation in excess of \$7.71 per lb.  
**V:** Valuation charge is only on shipments with a declared valuation in excess of \$7.71 per lb.

**PH:** To any destination in the Philippines arrived from Manila by PAL (where routing is via PAL from San Francisco) add 10¢ per pound in rates shown as applying to Manila.

**SK:** Lower rates for cargo of 3,000 lbs. gross weight and over. Flatload service minimum in 10,000 lbs. Minimum weight charge of \$1 on all shipments.

**SW:** Special rates for shipments of 1,000-4,999 lbs. and 1,000-4,999 lbs.

**T:** Lower commodity rates are offered for bulk cargo. There is a basic rate for cargo 50 pounds and less, between 50 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

**TC:** Cheaper "deferred" rate available. Contact airline direct.

\* This involves ocean carriage by another airline.

† Minimum charge for this shipment is that for 25 lbs.

‡ Rate of 25 lbs. or less.

§ Flatload service only.

|| Consult airline for lower rates applicable to 3,500 lbs. and over.

¶ Daily freighter service.

Destination	Airport and Airline	RATES (See Note)				Depart
		1 lb.	5 lb.	10 lb.	25 lb.	
		20	40	60	80	
Araucario, Brazil	LGA P	1.20	6.00	10.00	15.00	W.F.S.
"	MIA P	1.15	5.75	9.50	14.25	W.F.S.
"	MBY P	1.20	6.00	10.00	15.00	W.F.S.
"	BOU P	1.20	6.00	10.00	15.00	T.T.S.
"	BRO P	1.20	6.00	10.00	15.00	T.T.S.
"	CRP P	1.20	6.00	10.00	15.00	T.T.S.
"	LAX P	1.27	6.35	10.58	15.87	T.T.S.
Araucario, Puerto Rico	EWB TC	.50	.50	.50	.50	Frequently
Araucario, Peru	MIA P	1.00	5.00	8.33	12.50	W.F.S.
"	MBY P	1.00	5.00	8.33	12.50	W.F.S.
"	BOU P	1.00	5.00	8.33	12.50	T.T.S.
"	BRO P	1.00	5.00	8.33	12.50	T.T.S.
"	CRP P	1.00	5.00	8.33	12.50	T.T.S.
"	LAX P	1.27	6.35	10.58	15.87	T.T.S.
Arica, Chile	MIA P	1.06	5.30	8.83	13.25	M.T.
"	MBY P	1.12	5.60	9.33	13.92	M.T.
"	BOU P	1.15	5.75	9.50	14.25	M.T.
"	BRO P	1.15	5.75	9.50	14.25	M.T.
"	CRP P	1.15	5.75	9.50	14.25	M.T.
"	LAX P	1.28	6.40	10.67	16.00	M.T.
Araucario, Colombia	MIA P	.60	.33	.33	.33	Dly
"	BOU P	.60	.33	.33	.33	Dly
"	BRO P	.60	.33	.33	.33	Dly
"	CRP P	.60	.33	.33	.33	Dly
"	LAX P	.75	.39	.39	.39	Dly
"	LGA P	.64	.37	.37	.37	Dly
"	BUJ CS	.51	.30	.30	.30	T.T.S.
"	CHI CS	.52	.31	.31	.31	T.T.S.
"	VTP CS	.52	.31	.31	.31	T.T.S.
"	ELD CS	.52	.30	.30	.30	T.T.S.
"	ZVV CS	.51	.30	.30	.30	T.T.S.
"	PWA CS	.50	.30	.30	.30	T.T.S.
"	GRW CS	.50	.30	.30	.30	T.T.S.
"	ROT CS	.52	.30	.30	.30	T.T.S.
"	BOU CS	.51	.30	.30	.30	T.T.S.
"	IND CS	.52	.30	.30	.30	T.T.S.
"	JAN CS	.52	.30	.30	.30	T.T.S.
"	LIT CS	.52	.30	.30	.30	T.T.S.
"	MEM CS	.50	.30	.30	.30	T.T.S.
"	MBY CS	.50	.37	.37	.37	T.T.S.
"	PUE CS	.52	.30	.30	.30	T.T.S.
"	PJA CS	.52	.31	.31	.31	T.T.S.
"	STL CS	.52	.30	.30	.30	T.T.S.
"	SHV CS	.52	.30	.30	.30	T.T.S.
"	HUF CS	.52	.31	.31	.31	T.T.S.
"	TUL CS	.52	.30	.30	.30	T.T.S.
Araucario, N.W.I.	MIA K	.30	.22	.14	.14	Dly
Amara, Eritrea	LGA AO*	1.75	1.15	1.00	.80	Su
"	BOU AO*	1.75	1.15	1.00	.80	Su
"	BOU AO*	1.75	1.15	1.00	.80	Su
Araucario, Paraguay	MIA P	1.27	6.35	10.58	15.87	T.T.S.
"	LGA P	1.27	6.35	10.58	15.87	T.T.S.
"	MBY P	1.27	6.35	10.58	15.87	T.T.S.
"	BOU P	1.27	6.35	10.58	15.87	T.T.S.
"	BRO P	1.27	6.35	10.58	15.87	T.T.S.
"	CRP P	1.27	6.35	10.58	15.87	T.T.S.
"	LAX P	1.53	7.65	12.50	19.00	T.T.S.
"	EWB TC	1.00	1.00	1.00	1.00	Frequently
Atkins, Greece	LGA AO*	1.41	1.00	.80	.58	Dly
"	IDL SA	1.47	1.11	.88	.63	Su
"	LGA TR	1.30	.90	.70	.50	Dly
"	HPD TR	1.30	.90	.70	.50	Dly
"	IDL SW	1.42	1.00	.80	.58	Dly
"	AF	1.42	1.07	.85	.60	Su, M, T, Th
"	BOE AF	1.40	1.05	.83	.58	Weekly
"	IDL K	1.41	1.00	.80	.58	Dly
"	IDL SW	1.41	1.00	.80	.58	Su, M, T, W, Th
"	LGA TW	1.41	1.00	.80	.58	Dly
"	DLA TW	1.42	1.00	.80	.58	Dly
"	CHI TW	1.40	1.14	.88	.63	Th
"	PHL TW	1.44	1.00	.80	.58	Dly
"	BOE TW	1.40	1.08	.85	.60	Su, M, T, Th
"	YLF TW	1.47	1.11	.88	.63	Th
"	EWB TC	1.00	.80	.60	.40	Dly
"	IDL S	1.41	.80	.60	.40	T, Th
"	IDL SR	1.41	1.07	.85	.60	Su, W
Araucario, N. Z.	LAX P	2.00	1.00	.65	.45	Su
"	SFO P	2.00	.60	.40	.30	Su
"	PDX P	2.00	.60	.40	.30	Su
"	BOE P	2.00	.60	.40	.30	Su
"	BOE AO*	2.00	.27	.18	.12	Su, Th
"	LGA AO*	2.00	.39	.25	.17	Dly
"	SFO BO*	2.00	.85	.55	.35	Dly
"	BOE BC	1.99	1.85	.45	.30	F
"	HLR BO	2.00	.85	.55	.35	F
"	VR BO	2.17	.43	.28	.18	F
Augusta, Italy	LGA AO*	1.33	.90	.71	.51	Dly
"	BOE BO*	1.33	.90	.71	.51	Th, T, W
"	LGA BO*	1.30	.85	.68	.48	Th, M, T, Th
Baghdad, Iraq	LGA AO*	1.67	1.00	.80	.58	Dly
"	IDL AF	1.65	.94	.74	.53	Weekly
"	BOE AF	1.65	.92	.72	.51	Dly

## INTERNATIONAL CARGO TABLES -- Continued

RATES (See Note)							RATES (See Note)							RATES (See Note)						
Destination	Airport and Airline	1	2	3	4	Depart	Destination	Airport and Airline	1	2	3	4	Depart	Destination	Airport and Airline	1	2	3	4	Depart
		23	24	25	26				23	24	25	26				23	24	25	26	
Bahia, Brazil	EWR TC	1.00	1.20	1.40	1.60	Frequency	Bahia, Brazil	LGA P	40	47	15	Dly	Buenos Aires, Argentina	MIA P	54	38	15	Dly		
Bahia, Brazil (See Note)	IDL R	1.00	1.24	1.40	1.60	T, M, T, F	Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	LGA P	64	27	15	Dly		
Bahia, Brazil	LGA AO	1.35	1.51	1.67	1.83	Dly	Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	MSY P	60	35	15	Dly		
Bahia, Brazil	LGA BO	1.14	1.31	1.48	1.65	M, T, T, F	Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	BOG P	60	38	15	Dly		
Bahia, Brazil	MIA P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	BOG P	60	38	15	Dly		
Bahia, Brazil	MSY P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	CRP P	60	38	15	Dly		
Bahia, Brazil	BOG P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	LAX P	77	42	15	Dly		
Bahia, Brazil	CRP P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	LGA AO	1.00	1.05	21	Dly		
Bahia, Brazil	LAX P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.20	1.08	15	M, W, F		
Bahia, Brazil	BOG P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	BOG AF	1.27	1.08	15	Dly		
Bahia, Brazil	CRP P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	LGA AO	1.31	1.07	21	Dly		
Bahia, Brazil	LAX P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	BOG AF	1.20	1.07	15	Dly		
Bahia, Brazil	BOG P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	CRP P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	LAX P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	BOG P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	CRP P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	LAX P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	BOG P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	CRP P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	LAX P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	BOG P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	CRP P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	LAX P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	BOG P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	CRP P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	LAX P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	BOG P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	CRP P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	LAX P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	BOG P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	CRP P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	LAX P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	BOG P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	CRP P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	LAX P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	BOG P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	CRP P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	LAX P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	BOG P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	CRP P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	LAX P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	BOG P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	CRP P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	LAX P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	BOG P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	CRP P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	LAX P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	BOG P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	CRP P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	LAX P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	BOG P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	CRP P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	LAX P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	BOG P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	CRP P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	LAX P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	BOG P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	CRP P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	LAX P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	BOG P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	CRP P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	LAX P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	BOG P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	CRP P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	LAX P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	BOG P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	CRP P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	LAX P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	BOG P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	CRP P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	LAX P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	BOG P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	CRP P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	LAX P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	BOG P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	CRP P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil	LAX P	40	49	15	Dly		Bahia, Brazil	MSY P	40	49	15	Dly	Buenos Aires, Argentina	IDL R	1.31	1.07	15	M, W, F		
Bahia, Brazil																				



## INTERNATIONAL CARGO TABLES—Continued

RATES (See Note)						RATES (See Note)						RATES (See Note)						
Destination	Airport Airline	1st	2nd	3rd	4th	Destination	Airport Airline	1st	2nd	3rd	4th	Destination	Airport Airline	1st	2nd	3rd	4th	
Chambasson, Fr. Morocco	BOB AF	1.20	1.00	15	Dly	Comen, Ecuador	MIA P	57	28	18	Sa,M,Th	Fortaleza (Omar), Brazil	LGA P	1.00	58	15	Dly except F	
"	IDL AF	1.20	1.00	15	Dly	"	MSY P	70	40	15	Sa,M,Th	"	BOB P	1.00	58	15	Dly except F	
"	LGA AO	1.41	1.00	21	Dly	"	WFO P	70	40	15	Sa,M,Th	"	MSY P	1.00	58	15	Dly except F	
"	BOB AO	1.20	1.04	21	Sa,Th	"	CRP P	70	40	15	Sa,M,Th	"	HOU P	1.00	58	15	Dly except F	
Castel Benito, Libya	LGA AO	1.27	1.00	21	Dly	"	LAX P	70	40	15	Sa,M,Th	"	BOB P	1.00	58	15	Dly except F	
"	BOB AO	1.25	1.01	15	Dly	"	"	"	"	"	"	"	CRP P	1.00	58	15	Dly except F	
"	"	"	"	"	"	"	"	"	"	"	"	"	LAX P	1.20	78	15	Dly except F	
Catamans, Bandar	LGA AO	1.20	97	21	M,W,Th	Curacao, N.W.I.	LGA P	40	21	15	Dly	Frankfurt-on-Main, Germany	LGA P	1.20	87	15	Dly	
Catana, Italy	BOB AO	1.27	99	21	M	"	MIA P	30	22	15	Dly	"	BOB P	1.20	87	15	Dly	
"	"	"	"	"	"	"	MIA E	30	22	15	Dly	"	LGA AO	1.12	85	15	Dly	
"	"	"	"	"	"	"	EWA TC	35	20	15	Frequently	"	BOB AO	1.12	85	15	Dly	
Cape...						Curitiba, Brazil	LGA P	1.20	77	15	F	"	BOB AO	1.12	85	15	Dly	
Fr. Guinea	LGA P	70	40	15	M,Th	"	MIA P	1.20	77	15	F	"	DCA AO	1.17	87	15	M,Th	
"	MIA P	70	40	15	Sa,W	"	MSY P	1.25	78	15	F	"	PHL AO	1.10	87	15	F	
"	MSY P	70	40	15	Sa,W	"	HOU P	1.25	81	15	Th	"	IDL K	1.13	85	T,F		
"	HOU P	70	40	15	T,Th	"	BRO P	1.20	81	15	Th	"	LGA TR	99	77	120		
"	BRO P	70	40	15	T,Th	"	CRP P	1.20	81	15	Th	"	HFD TR	99	77	120		
"	LAX P	70	40	15	T,Th	"	"	"	"	"	"	"	IDL SW	97	78	20		
Cayo Mailli, Cuba	LAX P	70	40	15	T,Th	Dakar, Senegal, Fr. Africa	LGA P	1.00	1.01	15	M,Th	"	"	"	"	"	"	
Chetumal, Mexico	MIA P	33	10	15	Sa,Th	"	BOB P	1.00	1.10	15	M,Th	"	"	"	"	"	"	
"	MSY P	30	10	15	Sa,Th	"	LGA AO	1.00	1.07	15	Dly	"	"	"	"	"	"	
"	HOU P	31	10	15	Sa,Th	"	IDL SW	1.05	1.12	15	Th	"	"	"	"	"	"	
"	BRO P	31	10	15	Sa,Th	"	IDL AF	1.05	1.04	15	Th	"	"	"	"	"	"	
"	CRP P	31	10	15	Sa,Th	"	BOB AF	1.05	1.04	15	Th	"	"	"	"	"	"	
"	LAX P	37	34	15	Sa,Th	Damascus, Syria	LGA P	1.02	1.12	15	Dly	"	"	"	"	"	"	
"	"	"	"	"	"	"	BOB P	1.00	1.10	15	Dly	"	"	"	"	"	"	
Cherchidom, Norway	LGA AO	1.20	93	21	Sa,W	"	LGA AO	1.02	1.10	15	Dly	"	"	"	"	"	"	
"	BOB AO	1.21	91	21	F	"	IDL SW	1.05	1.12	15	Dly	"	"	"	"	"	"	
"	IDL K	1.13	85	15	T,F	"	IDL AF	1.05	1.04	15	Th	"	"	"	"	"	"	
Chetumal, Cuba	MIA P	11	08	10	Dly	"	BOB AF	1.05	1.04	15	Th	"	"	"	"	"	"	
"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
C. del Carmen, Mexico	MIA P	31	10	15	Dly	Dauay-on-Salis, Tanganyika	LGA AO	1.97	1.40	20	Dly	"	"	"	"	"	"	
"	MSY P	27	10	15	Dly	"	BOB AO	1.90	1.40	20	Dly	"	"	"	"	"	"	
"	HOU P	27	10	15	Dly	"	LGA BO	1.91	1.44	15	Sa,M,T,Th,F	"	"	"	"	"	"	
"	BRO P	25	10	15	Dly	"	IDL AF	1.90	1.47	15	Sa,M,T,Th,F	"	"	"	"	"	"	
"	CRP P	25	10	15	Dly	"	LAX P	1.90	1.47	15	Sa,M,T,Th,F	"	"	"	"	"	"	
"	LAX P	41	32	15	Dly	"	"	"	"	"	"	"	"	"	"	"	"	
Chief Tequilin, D. R.	LGA P	33	21	15	Dly	"	LGA BO	1.91	1.44	15	Sa,M,T,Th,F	"	"	"	"	"	"	
"	MIA P	15	15	15	Dly	"	IDL AF	1.90	1.47	15	Sa,M,T,Th,F	"	"	"	"	"	"	
"	MIA E	15	15	15	Dly	"	BOB AF	1.94	1.48	15	Sa,M,T,Th,F	"	"	"	"	"	"	
"	EWR TC	45	35	Frequently	"	"	LGA BO	2.57	1.90	15	Sa,M,T,Th,F	"	"	"	"	"	"	
"	HOU SW	See Note SK	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
"	MSY SW	See Note SK	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
Ciudad Victoria, Mexico	DAL B	30	10	10	Dly	David, Panama	MIA P	45	30	15	Dly	"	"	"	"	"	"	
"	FTW B	30	10	10	Dly	"	MSY P	45	30	15	Dly	"	"	"	"	"	"	
"	SAT B	31	10	10	Dly	"	BOB P	45	30	15	Dly	"	"	"	"	"	"	
"	LBD B	15	10	10	Dly	"	BRO P	45	30	15	Dly	"	"	"	"	"	"	
"	"	"	"	"	"	"	CRP P	45	30	15	Dly	"	"	"	"	"	"	
Cochabamba, Bolivia	MIA P	1.12	61	15	M,W,F,Sa	"	LAX P	77	30	15	Dly	"	"	"	"	"	"	
"	MSY P	1.10	60	15	M,W,F,Sa	"	LGA BO	1.90	1.47	15	Sa,M,T,Th,F	"	"	"	"	"	"	
"	HOU P	1.32	71	15	Sa,T,Th,F	"	LGA BO	2.30	1.79	15	Sa,T,W	"	"	"	"	"	"	
"	BRO P	1.32	71	15	Sa,T,Th,F	"	LAX P	2.17	1.70	15	Sa,T,W	"	"	"	"	"	"	
"	CRP P	1.32	71	15	Sa,T,Th,F	"	LGA P	2.45	2.10	15	W,F,Sa	"	"	"	"	"	"	
"	LAX P	1.35	66	15	Sa,T,Th,F	"	SFO P	2.45	2.10	15	W,F,Sa	"	"	"	"	"	"	
Columbia, Any Desti- cation other than those named herein	MIA P	72	40	15	Dly	"	PDX P	2.45	2.10	15	W,F,Sa	"	"	"	"	"	"	
"	MSY P	1.18	15	15	Dly	"	SEC P	2.45	2.10	15	W,F,Sa	"	"	"	"	"	"	
"	HOU P	1.20	15	15	Dly	"	IDL K	1.90	87	15	Sa,T,W,F	"	"	"	"	"	"	
"	BRO P	1.20	15	15	Dly	"	"	"	"	"	"	"	"	"	"	"	"	
"	CRP P	1.22	15	15	Dly	"	"	"	"	"	"	"	"	"	"	"	"	
"	NLD P	1.22	15	15	Dly	"	"	"	"	"	"	"	"	"	"	"	"	
"	LAX P	1.47	15	15	Dly	"	"	"	"	"	"	"	"	"	"	"	"	
Columbia, Ceylon	LGA AO	2.07	1.55	20	Dly	Dhaka, Bangladesh	LGA SI	2.40	1.65	20	Frequently	"	"	"	"	"	"	
"	LGA BO	2.51	1.96	15	Sa,M,T,Th,F	"	LGA SI	2.32	1.43	15	Sa,T,W	"	"	"	"	"	"	
"	MSY P	1.16	60	15	Sa,T,Th,F	"	HFD TR	2.22	1.43	15	Sa,T,W	"	"	"	"	"	"	
"	MSY P	1.32	70	15	M,W,F	"	LGA TR	2.22	1.43	15	Sa,T,W	"	"	"	"	"	"	
"	HOU P	1.20	15	15	Dly	"	LGA TR	2.22	1.43	15	Sa,T,W	"	"	"	"	"	"	
"	BRO P	1.20	15	15	Dly	"	LGA TR	2.22	1.43	15	Sa,T,W	"	"	"	"	"	"	
"	CRP P	1.22	15	15	Dly	"	LGA TR	2.22	1.43	15	Sa,T,W	"	"	"	"	"	"	
"	NLD P	1.22	15	15	Dly	"	LGA TR	2.22	1.43	15	Sa,T,W	"	"	"	"	"	"	
"	LAX P	1.47	15	15	Dly	"	LGA TR	2.22	1.43	15	Sa,T,W	"	"	"	"	"	"	
Columbia, Ceylon	LGA AO	2.07	1.55	20	Dly	Douala, Cameroon	IDL AF	1.92	1.37	15	Weekly	"	"	"	"	"	"	
"	LGA BO	2.51	1.96	15	Sa,M,T,Th,F	"	BOB AF	1.90	1.35	15	Dly	"	"	"	"	"	"	
"	MSY P	1.16	60	15	Sa,T,Th,F	"	LGA AO	2.18	1.94	40	Dly	"	"	"	"	"	"	
"	MSY P	1.32	70	15	M,W,F	"	"	"	"	"	"	"	"	"	"	"	"	
"	HOU P	1.20	15	15	Sa,T,Th	"	"	"	"	"	"	"	"	"	"	"	"	
"	BRO P	1.20	15	15	Sa,T,Th	"	"	"	"	"	"	"	"	"	"	"	"	
"	CRP P	1.22	15	15	Sa,T,Th	"	"	"	"	"	"	"	"	"	"	"	"	
"	NLD P	1.22	15	15	Sa,T,Th	"	"	"	"	"	"	"	"	"	"	"	"	
"	LAX P	1.39	67	15	Sa,T,Th	"	"	"	"	"	"	"	"	"	"	"	"	
Copenhagen, Denmark	IDL SW	1.12	85	15	M,W,F	Dublin, Ire.	LGA AO	95	71	21	Dly	"	"	"	"	"	"	
"	LGA AO	1.12	85	15	M,W,F	"	LGA TR	73	68	10	Dly	"	"	"	"	"	"	
"	LGA AO	1.12	85	15	M,W,F	"	LGA TR	73	68	10	Dly	"	"	"	"	"	"	
"	IDL K	1.21	87	15	T,Sa	"	IDL K	95	72	15	Sa,W	"	"	"	"	"	"	
"	LGA TR	1.00	72	120	"	"	LGA TR	95	72	15	Sa,W	"	"	"	"	"	"	
"	HFD TR	1.00	72	120	"	"	LGA TR	95	72	15	Sa,W	"	"	"	"	"	"	
"	IDL AF	1.21	91	15	Dly	"	LGA TR	95	72	15	Sa,W	"	"	"	"	"	"	
"	BOB AF	1.19	89	15	Dly except W	"	LGA TR	95	72	15	Sa,W	"	"	"	"	"	"	
"	IDL K	1.18	85	15	Sa,M,T,Th,F	"	LGA TR	95	72	15	Sa,W	"	"	"	"	"	"	
"	EWR TC	90	75	25	"	"	LGA TR	95	72	15	Sa,W	"	"	"	"	"	"	
"	LGA BO	1.21	91	15	Sa,M,T,Th,F	"	LGA TR	95	72	15	Sa,W	"	"	"	"	"	"	
Couffoulville, Belgian Congo	IDL S	2.26	1.65	T,Sa	"	Durban, So. Afr.	LGA BO	2.19	1.65	15	Sa,M,T,Th,F	"	"	"	"	"	"	
"	"	"	"	"	"	"	LGA AO	2.28	1.60	20	Dly	"	"	"	"	"	"	
Cordoba, Argentina	MIA P	1.20	70	15	F	Düsseldorf, Germany	IDL SW	1.12	85	15	M,W,F	"	"	"	"	"	"	
"	MSY P	1.43	80	15	T	"	LGA BO	1.17	86	15	Sa,M,T,Th,F	"	"	"	"	"	"	
"	HOU P	1.42	80	15	W	"	LGA BO	1.17	86	15	Sa,M,T,Th,F	"	"	"	"	"	"	
"	BRO P	1.42	80	15	W	"	IDL K	1.12	84	15	T,F	"	"	"	"	"	"	
"	CRP P	1.43	80	15	W	"	"	"	"	"	"	"	"	"	"	"	"	
"	LAX P	1.50	1.00	15	W	"	"	"	"	"	"	"	"	"	"	"	"	
Catamarca, Chile	IDL S	2.23	1.67	T,Sa	"	East London, U. of So. Africa	LGA BO	2.30	1.73	15	Sa,M,T,Th,F	"	"	"	"	"	"	"
"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
Cebu, Colombia	MIA P	41	21	15	Dly	Edmonton, Alberta, Canada	LGA T	9.50	31	10	Dly	"	"	"	"	"	"	
"	MSY P	47	20	15	Dly	"	"	"	"	"	"	"	"	"	"	"	"	
"	HOU P	40	31	15	Dly	"	"	"	"									

## INTERNATIONAL CARGO TABLES—Continued

RATES (See Note)				RATES (See Note)				RATES (See Note)			
Destination	Airport and Airlines	Class	Depart	Destination	Airport and Airlines	Class	Depart	Destination	Airport and Airlines	Class	Depart
		1st	2nd			1st	2nd			1st	2nd
Guantanamo, Ecuador	MIA	1st	15	Day except Su	Hong Kong (Continued)	PH	2.20	John F. Kennedy	LGA	1st	15
WHY	1st	15	15	Day except Su	DEN	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	SNC	PH	2.20	Booth	LGA	1st	15
CRP	1st	15	15	Day except Su	CHI	PH	2.20	Booth	LGA	1st	15
LAX	1st	15	15	Day except Su	CLT	PH	2.20	Booth	LGA	1st	15
CHI	1st	15	15	Day except Su	YIP	PH	2.20	Booth	LGA	1st	15
CRP	1st	15	15	Day except Su	LAX	PH	2.20	Booth	LGA	1st	15
DAL	1st	15	15	Day except Su	POX	PH	2.20	Booth	LGA	1st	15
YIP	1st	15	15	Day except Su	DCN	PH	2.20	Booth	LGA	1st	15
IND	1st	15	15	Day except Su	LGA	PH	2.20	Booth	LGA	1st	15
LAD	1st	15	15	Day except Su	IDL	PH	2.20	Booth	LGA	1st	15
MYT	1st	15	15	Day except Su	BOB	PH	2.20	Booth	LGA	1st	15
SAY	1st	15	15	Day except Su	CHI	PH	2.20	Booth	LGA	1st	15
HAY	1st	15	15	Day except Su	CLT	PH	2.20	Booth	LGA	1st	15
LAX	1st	15	15	Day except Su	YIP	PH	2.20	Booth	LGA	1st	15
SLF	1st	15	15	Day except Su	LAX	PH	2.20	Booth	LGA	1st	15
SFO	1st	15	15	Day except Su	POX	PH	2.20	Booth	LGA	1st	15
EWB	1st	15	15	Day except Su	DCN	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	LGA	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	IDL	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	BOB	PH	2.20	Booth	LGA	1st	15
Haitian, N. S.	BOB	1st	15	Day except Su	CHI	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	CLT	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	YIP	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	LAX	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	POX	PH	2.20	Booth	LGA	1st	15
Hamburg, Germany	LGA	1st	15	Day except Su	DCN	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	LGA	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	IDL	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	BOB	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	CHI	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	CLT	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	YIP	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	LAX	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	POX	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	DCN	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	LGA	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	IDL	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	BOB	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	CHI	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	CLT	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	YIP	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	LAX	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	POX	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	DCN	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	LGA	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	IDL	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	BOB	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	CHI	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	CLT	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	YIP	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	LAX	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	POX	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	DCN	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	LGA	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	IDL	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	BOB	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	CHI	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	CLT	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	YIP	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	LAX	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	POX	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	DCN	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	LGA	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	IDL	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	BOB	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	CHI	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	CLT	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	YIP	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	LAX	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	POX	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	DCN	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	LGA	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	IDL	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	BOB	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	CHI	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	CLT	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	YIP	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	LAX	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	POX	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	DCN	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	LGA	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	IDL	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	BOB	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	CHI	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	CLT	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	YIP	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	LAX	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	POX	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	DCN	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	LGA	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	IDL	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	BOB	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	CHI	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	CLT	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	YIP	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	LAX	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	POX	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	DCN	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	LGA	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	IDL	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	BOB	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	CHI	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	CLT	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	YIP	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	LAX	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	POX	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	DCN	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	LGA	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	IDL	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	BOB	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	CHI	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	CLT	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	YIP	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	LAX	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	POX	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	DCN	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	LGA	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	IDL	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	BOB	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	CHI	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	CLT	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	YIP	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	LAX	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	POX	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	DCN	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	LGA	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	IDL	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	BOB	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	CHI	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	CLT	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	YIP	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	LAX	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	POX	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	DCN	PH	2.20	Booth	LGA	1st	15
IDL	1st	15	15	Day except Su	LGA	PH	2.20	Booth	LGA	1st	15
LGA	1st	15	15	Day except Su	IDL	PH	2.20	Booth	LGA	1st	15
BOB	1st	15	15	Day except Su	BOB	PH	2.20	Booth	LGA	1st	15
IDL	1st	15									

INTERNATIONAL CARGO TABLES—Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)							
Destination	Airport and Airline	4th	5th	6th	Export	Destination	Airport and Airline	4th	5th	6th	Export	Destination	Airport and Airline	4th	5th	6th	Export
La Guadalupe, Venezuela	LGA P*	50	22	15	Dly	London, Great B	LGA TW	1.08	77	15	T.Sa	Manila, Central	LAX PH*	1.20	1.70	15	T.F
"	MIA P*	40	30	15	Dly	"	IDL S	1.12	84			"	FOX PH*	1.20	1.70	15	T.F
"	MSY P*	40	30	15	Dly	"	IDL TR	70	60	10		"	BOI PH*	1.20	1.70	15	T.F
"	ROU P*	40	30	15	Dly	"	IDL SW	87	80	20		"	IDL PH*	1.70	1.84	15	T.Sa
"	BRO P*	40	30	15	Dly	"	LGA BO	1.00	77	15	Sa,M,T,Th,F	"	LGA PH*	1.20	1.70	15	T.F
"	CRP P*	40	30	15	Dly	"	IDL SW	1.00	77	15		"	BOS PH*	1.20	1.70	15	T.F
"	LAX P*	40	30	15	Dly	"	IDL SW	1.00	77	15		"	DEN PH*	1.20	1.70	15	T.F
"	MIA K*	40	30	15	Dly	"	IDL AF	1.00	83	15	Dly	"	SLC PH*	1.20	1.70	15	T.F
"	RTZ C*	40	30	15	Dly	"	BOS AF	1.00	77	15	Dly	"	CLE PH*	1.20	1.70	15	T.F
"	CHI C*	40	30	15	Dly	"	IDL K	1.14	84	15	Dly except M	"	YIP PH*	1.20	1.70	15	T.F
"	YIP C*	40	30	15	Dly	"	UL T	1.07C	81C	15	Dly	"	CHI PH*	1.20	1.70	15	T.F
"	ELD C*	40	30	15	Dly	"	EWRT C	70	60	20		"	MKE PH*	1.20	1.70	15	T.F
"	RTZ C*	40	30	15	Dly	"						"	DCA PH*	1.20	1.70	15	T.F
"	PWA C*	40	30	15	Dly	"						"	EDF PH*	1.20	1.70	15	T.F
"	GRW C*	40	30	15	Dly	"						"	CHI PH*	1.20	1.70	15	T.F
"	ROU C*	40	30	15	Dly	"						"	CLE PH*	1.20	1.70	15	T.F
"	IND C*	40	30	15	Dly	"						"	LAX PH*	1.20	1.70	15	T.F
"	JAN C*	40	30	15	Dly	"						"	MKE PH*	1.20	1.70	15	T.F
"	LIT C*	40	30	15	Dly	"						"	MPS PH*	1.20	1.70	15	T.F
"	MEM C*	40	30	15	Dly	"						"	LGA PH*	1.20	1.70	15	T.F
"	MSY C*	40	30	15	Dly	"						"	PIT PH*	1.20	1.70	15	T.F
"	PUN C*	40	30	15	Dly	"						"	PDX PH*	1.20	1.70	15	T.F
"	PIA C*	40	30	15	Dly	"						"	SFO PH*	1.20	1.70	15	T.F
"	STL C*	40	30	15	Dly	"						"	WFO PH*	1.20	1.70	15	T.F
"	SHV C*	40	30	15	Dly	"						"	DCA PH*	1.20	1.70	15	T.F
"	HUF C*	40	30	15	Dly	"						"	LAX PH*	1.20	1.70	15	T.F
"	TOL C*	40	30	15	Dly	"						"	PDX PH*	1.20	1.70	15	T.F
"	MCO C*	40	30	15	Dly	"						"	SEC PH*	1.20	1.70	15	T.F
"	DFW C*	40	30	15	Dly	"						"	IDL PH*	1.20	1.70	15	T.F
"	RAV C*	40	30	15	Dly	"						"	BOS PH*	1.20	1.70	15	T.F
"	KIN C*	40	30	15	Dly	"						"	CHI PH*	1.20	1.70	15	T.F
"	EWRT C	40	30	15	Dly	"						"	CLE PH*	1.20	1.70	15	T.F
La Paz, Bolivia	MIA P*	1.67	84	15	Dly except T	Lyon, France	IDL AF	1.13	85	15	Dly	"	YIP PH*	1.20	1.70	15	T.F
"	MSY P*	1.13	80	15	Dly except M	"	BOS AF	1.11	80	15	Dly	"	LGA PH*	1.20	1.70	15	T.F
"	ROU P*	1.10	80	15	Dly except M	"	LGA AO*	1.14	80	21	M,W,Th	"	DCA PH*	1.20	1.70	15	T.F
"	BRO P*	1.10	80	15	Dly except M	"	BOS AO*	1.13	80	21	M,W,Th	"					
"	CRP P*	1.10	80	15	Dly except M	"						"					
"	LAX P*	1.20	82	15	Dly except M	Macao, Brazil	LGA P*	1.17	80	15	M,W,Th	"					
"	EWRT C	1.43	1.24		Frequently	"	MSY P*	1.17	80	15	M,W,Th	"					
"	CHI B	1.10	70	20	Sa,F	"	ROU P*	1.20	70	15	Sa,T,F	"					
"	DAL B	1.10	70	20	Sa,F	"	BRO P*	1.20	70	15	Sa,T,F	"					
"	HOU B	1.10	70	20	Sa,F	"	CRP P*	1.20	70	15	Sa,T,F	"					
"	ELP A*	1.22	74	20	Sa,F	"	LAX P*	1.20	70	15	Sa,T,F	"					
"	LAX A*	1.20	80	20	Dly	"						"					
"	SFO A*	1.20	81	20	Dly	"						"					
"	ROU SR*	See Note SR				Madras, India	LGA AO*	1.44	1.47	20	Dly	"					
"	MSY SR*	See Note SR				Madrid, Spain	LGA AO*	1.25	80	21	Dly	"					
London, England	LGA P	2.20	1.60	15	M,Th	"	LGA TR	1.50	80	10		"					
Belgian Congo	BOS P	2.20	1.67	15	M,Th	"	WFO P	1.50	80	10		"					
"	LGA AO*	1.20	1.40	20	M,W,Th	"	LGA BO	1.50	80	15	Sa,M,T,Th,F	"					
"	IDL S	1.81	1.41		T.Sa	"	IDL AF	1.00	80	15		"					
Leeds, England	LGA T*	0.80	31		Dly	"	LGA TW	1.00	80	15	M,W,Th	"					
Alta, Canada	CTD W	0.4		10	Dly	"	BOS TW	1.00	81	15	M,F	"					
Lisbon, Belgium	IDL B	2.20	1.67		W,Sa	"	CHI TW	1.17	80	15		"					
Congo	IDL B	1.14	84		W,Sa	"	YIP TW	1.15	80	15	W	"					
Large, Belgium	MIA P*	47	40	15	Dly	"	IDL K	1.12	84	15		"					
Lima, Peru	MSY P*	47	40	15	Dly	"	EWRT C	1.00	75	20		"					
"	HOU P*	47	40	15	Dly	"	IDL S	1.25	84		T.Sa	"					
"	BRO P*	47	40	15	Dly	"	IDL AF	1.21	81	15	Dly	"					
"	CRP P*	47	40	15	Dly	"	BOS AF	1.19	80	15	Dly	"					
"	LAX P*	1.00	70	15	Dly	"	LGA AO*	1.14	80	21	M,W,Th	"					
"	HOU B	90	80	20	M,W,F	"	LGA TR	1.00	80	120		"					
"	IND B	90	80	20	M,W,F	"	HPD TR	1.00	80	120		"					
"	LAD B	90	80	20	M,W,F	"	IDL S	1.15	80	15	M,W,F	"					
"	MSY B	90	80	20	M,W,F	"	LGA AO*	1.30	80	21	Dly	"					
"	SAT B	90	80	20	M,W,F	"	LGA BO	1.30	80	15	Sa,M,T,Th,F	"					
"	BRO B	90	80	20	M,W,F	"					"						
"	CHI B	90	80	20	M,W,F	"					"						
"	CRP B	90	80	20	M,W,F	"					"						
"	DAL B	90	80	20	M,W,F	"					"						
"	FTW B	90	80	20	M,W,F	"					"						
"	HAV B	90	80	20	M,W,F	"					"						
"	EWRT C	1.20	1.00		Frequently	"					"						
"	ELP A*	1.02	62	20	Dly	"					"						
"	LAX A*	1.00	60	20	Dly	"					"						
"	SFO A*	1.00	60	20	Dly	"					"						
"	ROU SR*	See Note SR				"					"						
"	MSY SR*	See Note SR				"					"						
Lima, Belgium	IDL B	2.20	1.67		T.Sa	"					"						
Congo	IDL B	1.01	75	15	Sa,M,T,F	"					"						
London, Portugal	BOS P	1.01	75	15	Sa,M,T,F	"					"						
"	LGA AO*	1.20	97	21	Dly	"					"						
"	IDL S	1.20	90		T.Sa	"					"						
"	LGA TR	1.10	70	10		"					"						
"	HPD TR	1.10	70	10		"					"						
"	LGA BO	1.00	70	10	Sa,M,T,Th,F	"					"						
"	IDL AF	1.14	80	15	Twice Weekly	"					"						
"	BOS AF	1.12	84	15		"					"						
"	LGA TW	1.00	70	15	M,W,F,Sa	"					"						
"	BOS TW	1.00	70	15	M,F	"					"						
"	YIP TW	1.00	81	15		"					"						
"	CHI TW	1.00	81	15		"					"						
"	IDL K	1.10	80	15		"					"						
"	EWRT C	1.00	70	20		"					"						
Liverpool, England	LGA AO*	90	75	21	Dly	"					"						
"	BOS AO*	90	75	21	Sa,T,Th,F	"					"						
"	LGA TW	90	75	15	T,Th,F,Sa	"					"						
"	IDL K*	90	75	15	T,Th,F,Sa	"					"						
Lombok, Belgium	IDL B	2.00	1.81		T.Sa	"					"						
Congo	LGA P	1.00	77	15	Dly	"					"						
London, England	BOS P	1.00	70	15	Dly	"					"						
"	LGA AO	1.00	77	15	Dly	"					"						
"	BOS AO	1.00	70	15	Sa,Th	"					"						
"	DCA A	1.00	80	15	F	"					"						
"	PHL A	1.04	70	15	F	"					"						
London, Great B	LGA TW	1.08	77	15	T.Sa	Manila, Philippines	LAX P	2.50	1.80	15	T,Th,Sa	"					
"	IDL S	1.12	84			"	SFO P	2.50	1.80	15	T,Th,Sa	"					
"	IDL TR	70	60	10		"	PDX P	2.50	1.80	15	T,Th,Sa	"					
"	IDL SW	87	80	20		"	SEC P	2.50	1.80	15	T,Th,Sa	"					
"	LGA BO	1.00	77	15	Sa,M,T,Th,F	"	LGA P	2.50	2.00	15	T	"					
"	IDL SW	1.00	77	15		"	BOS P	2.50									

## INTERNATIONAL CARGO TABLES—Continued

RATES (See Note)										RATES (See Note)										RATES (See Note)									
Destination	Airline	1	2	3	4	Day	Destination	Airline	1	2	3	4	Day	Destination	Airline	1	2	3	4	Day									
		1	2	3	4				1	2	3	4				1	2	3	4										
Manila City Cont'd	DAL A	30				Dly	Niamey, Fr. W. A. L.	IDL AF	2.50	1.70	15	Weekly	Phoenix City Cont'd	MSY TA	44	44			M.W.F.										
"	HAL A	30				Dly	"	BOC AF	2.25	1.45	15	Weekly	"	MSX	44	44			M.W.F.										
"	HAL A	30				Dly	"	IDL S	1.15	60	21	Dly	"	MIA K	1.41	1.00	15		Tu										
"	BOC	See Note 18				Dly	"	IDL S	1.15	60	15	M.W.F.	Port-au-Prince, Haiti	LGA P	64	39	15		M.Tu										
"	BOC	See Note 18				Dly	"	IDL AF	1.15	60	15	Dly	"	MIA	64	39	15		M.Tu										
Midway Island	LAX P	1.00	80	15		M.Tu	"	BOC AF	1.15	60	15	M.Tu	"	MSY	64	40	15		M.Tu										
"	SPD P	1.00	80	15		M.Tu	"	LGA P	1.15	60	15	M.Tu	"	BOC	67	41	15		M.W										
"	SPD P	1.00	80	15		M.Tu	"	BOC AF	1.15	60	15	M.Tu	"	BBO	67	41	15		M.W										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	CRP	67	41	15		M.W										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	LAX	31	37	15		M.W										
"	SPD P	1.00	80	15		M.Tu	"	LGA BO	1.15	60	15	M.Tu	"	MIA K	47	33	15		M.W										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	LGA AO*	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL S	1.12	84	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	LGA TR	50	30	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	RFD TR	50	30	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL SW	91	74	30		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL BO	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL AF	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL S	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	BOC AF	1.07	80	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL S	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL S	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL S	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL S	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL S	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL S	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL S	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL S	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL S	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL S	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL S	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL S	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL S	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL S	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL S	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL S	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL S	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL S	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL S	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL S	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL S	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL S	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL S	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL S	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL S	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15	60	15	M.Tu	"	IDL S	1.00	82	15		Tu										
"	SPD P	1.00	80	15		M.Tu	"	IDL S	1.15																				



**INTERNATIONAL CARGO TABLES—Continued**

RATES (See Note)					RATES (See Note)					RATES (See Note)				
Destination	Airport and Airline	4th	5th	Per 100 lbs	Destination	Airport and Airline	4th	5th	Per 100 lbs	Destination	Airport and Airline	4th	5th	Per 100 lbs
Frankfurt, Cont'd	IDL SW	81	66	36	St. Thomas, Virgin Is. (U.S.)	LGA P	26	21	15	Frankfurt, Cont'd	MPS NW	236	170	15
"	IDL K	86	72	15	"	MIA P	19	15	15	"	LGA NW	236	170	15
"	LGA BO	87	73	15	"	EWR TC	38	30	15	"	PIT NW	236	170	15
Frankfurt, Frankfurt	DAL B	41	37	17	Salisbury, So. Rhod.	LGA BO	25	13	15	"	PDX NW	236	170	15
"	PTW B	41	37	17	"	"	"	"	"	"	SFO NW	236	170	15
"	LAX B	37	37	17	Salta, Argentina	MIA P	25	14	15	"	SEC NW	236	170	15
"	RAT B	34	34	17	"	MAY P	25	14	15	"	DCA NW	236	170	15
Porto Cabelas, Rio	MSY TA	60	47	"	"	HOU P	25	14	15	"	LAX P	236	170	15
Porto Cortes, Hond.	MEX TA	49	38	"	"	BRO P	25	14	15	"	SFO P	236	170	15
Porto Suarez, Bolivia	MSY TA	42	34	"	"	CRP P	25	14	15	"	PDX P	236	170	15
"	MEX TA	35	18	"	"	LAX P	25	14	15	"	SEC P	236	170	15
"	MIA P	116	63	15	San Ignacio de Velasco, Bolivia	MIA P	120	68	15	"	LGA P	236	170	15
"	MSY P	120	70	15	"	MSY P	120	70	15	"	BRO P	236	170	15
"	BRO P	120	70	15	"	HOU P	120	70	15	"	DCA AO	236	170	15
"	CRP P	120	70	15	"	BRO P	120	70	15	"	PHL AO	236	170	15
"	LAX P	120	70	15	"	LAX P	120	70	15	"	LGA TR	236	170	15
"	CRP P	120	70	15	"	"	"	"	"	"	HFD TR	236	170	15
Quito, Ecuador	MIA P	64	34	15	San Jose, Bolivia	MIA P	110	68	15	"	IDL SW	236	170	15
"	MSY P	70	41	15	"	MSY P	120	70	15	"	UL T	236	170	15
"	BRO P	70	41	15	"	HOU P	120	70	15	"	LGA AO	236	170	15
"	CRP P	70	41	15	"	BRO P	120	70	15	"	IDL K	236	170	15
"	LAX P	70	41	15	"	CRP P	120	70	15	"	LGA TR	236	170	15
"	CRP P	70	41	15	"	LAX P	120	70	15	"	PHL TC	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	YIP TC	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	DCA TC	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	CHI TC	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	EWR TC	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	IDL SR	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	UL T	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	LGA AO	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	IDL K	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	LGA TR	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	PHL TC	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	YIP TC	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	DCA TC	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	CHI TC	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	EWR TC	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	IDL SR	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	UL T	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	LGA AO	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	IDL K	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	LGA TR	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	PHL TC	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	YIP TC	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	DCA TC	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	CHI TC	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	EWR TC	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	IDL SR	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	UL T	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	LGA AO	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	IDL K	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	LGA TR	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	PHL TC	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	YIP TC	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	DCA TC	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	CHI TC	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	EWR TC	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	IDL SR	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	UL T	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	LGA AO	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	IDL K	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	LGA TR	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	PHL TC	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	YIP TC	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	DCA TC	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	CHI TC	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	EWR TC	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	IDL SR	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	UL T	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	LGA AO	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	IDL K	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	LGA TR	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	PHL TC	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	YIP TC	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	DCA TC	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	CHI TC	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	EWR TC	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	IDL SR	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	UL T	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	LGA AO	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	IDL K	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	LGA TR	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	PHL TC	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	YIP TC	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	DCA TC	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	CHI TC	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	EWR TC	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	IDL SR	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	UL T	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	LGA AO	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	IDL K	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	LGA TR	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	PHL TC	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	YIP TC	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	DCA TC	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	CHI TC	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	EWR TC	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	IDL SR	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	UL T	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	LGA AO	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	IDL K	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	LGA TR	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	PHL TC	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	YIP TC	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	DCA TC	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	CHI TC	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	EWR TC	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	IDL SR	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	UL T	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	LGA AO	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	IDL K	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	LGA TR	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	PHL TC	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	YIP TC	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	DCA TC	236	170	15
"	CRP P	70	41	15	"	"	"	"	"	"	CHI TC	236	170	15
"	HOU P	70	41	15	"	"	"	"	"	"	EWR TC	236	170	15
"	LAX P	70	41	15	"	"	"	"	"	"	IDL SR	236	170	15
"	CRP P													

## INTERNATIONAL CARGO TABLES—Continued

Destination	Aircraft	RATES (See Note)				Day	Destination	Aircraft	RATES (See Note)				Day	Destination	Aircraft	RATES (See Note)				Day
		1st	2nd	3rd	4th				1st	2nd	3rd	4th				1st	2nd	3rd	4th	
		23	24	25	26				23	24	25	26				23	24	25	26	
Tampacan, Hidalgo	IDL AF	2.70	1.67	1.0	Weekly		Tripoli, Libya	LGA AO*	1.27	1.00	21	Dly	Victoria, Brazil	LGA P*	1.20	74	20	M,W,Sa		
"	BOB AF	1.54	1.00	1.0	Dly		"	BOB AO*	1.25	1.01	21	Sa,Tu	"	MIA P*	1.20	74	20	M,W,Sa		
Tampacan, Mexico	BOB AF	1.54	1.00	1.0	Dly		"	LGA BO	1.25	1.01	21	Sa,Tu,T,Th,F	"	MEY P*	1.20	74	20	M,W,Sa		
"	BRO	1.00	1.00	1.0	Dly		"	BOB TW	1.20	1.00	15	"	"	BOB P*	1.20	74	20	M,W,Sa		
"	CRP	1.00	1.00	1.0	Dly		"	CHI TW	1.40	1.00	15	"	"	BRO	1.20	74	20	M,W,Sa		
"	LAX	1.00	1.00	1.0	Dly		"	CHI TW	1.40	1.00	15	"	"	CRP	1.20	74	20	M,W,Sa		
Tampacan, Mexico	IDL AF	2.70	1.67	1.0	Weekly		"	PBL TW	1.27	1.04	15	"	Victoria, R.C.	LGA T*	1.47	273	Dly			
"	BOB AF	1.54	1.00	1.0	Dly		"	DCA TW	1.27	1.04	15	"	Victoria de los Rios, Colombia	MIA P*	1.4	10	10	Dly		
Tampacan, Mexico	IDL AF	2.70	1.67	1.0	Weekly		Tripoli, Honduras	MEY TA	46	37	M,W,F	Victoria, Chile	LGA BO	2.02	1.22	15	Sa,M,T,Th,F			
"	BOB AF	1.54	1.00	1.0	Dly		"	MEX TA	38	32	T,Th,Sa	Victoria, Austria	LGA P	1.20	14	20	Dly			
Tampacan, Mexico	IDL AF	2.70	1.67	1.0	Weekly		Tampacan, Argentina	MIA P*	1.20	71	15	F	"	BOB P	1.20	14	20	Dly		
"	BOB AF	1.54	1.00	1.0	Dly		"	MEY P*	1.24	70	15	F	"	LGA AO*	1.24	101	15	Dly		
Tampacan, Mexico	IDL AF	2.70	1.67	1.0	Weekly		"	BOB P	1.27	81	15	Th	"	LGA SI	1.24	101	20	Frequently		
"	BOB AF	1.54	1.00	1.0	Dly		"	BRO P	1.27	81	15	Th	"	HYD TR	1.24	101	20	Dly		
Tampacan, Mexico	IDL AF	2.70	1.67	1.0	Weekly		"	CRP	1.27	81	15	Th	"	LGA TR	1.24	101	20	Sa,M,T,Th,F		
"	BOB AF	1.54	1.00	1.0	Dly		"	LAX	1.20	80	15	Th	"	IDL AF	1.24	101	20	Dly		
Tampacan, Mexico	IDL AF	2.70	1.67	1.0	Weekly		Tampacan, Colombia	MIA P*	1.20	80	15	Th	"	BOB AF	1.22	91	15	Dly		
"	BOB AF	1.54	1.00	1.0	Dly		"	LGA	1.25	81	15	Th	"	SWR TC	1.20	101	20	Dly		
Tampacan, Mexico	IDL AF	2.70	1.67	1.0	Weekly		"	BOB P	1.27	81	15	Th	"	IDL SR	1.24	101	20	M,W,F		
"	BOB AF	1.54	1.00	1.0	Dly		"	BRO	1.27	81	15	Th	"	IDL K	1.24	101	20	Sa,W		
Tampacan, Mexico	IDL AF	2.70	1.67	1.0	Weekly		"	CRP	1.27	81	15	Th	"	"	"	"	"			
"	BOB AF	1.54	1.00	1.0	Dly		"	LAX	1.20	80	15	Th	"	"	"	"	"			
Tampacan, Mexico	IDL AF	2.70	1.67	1.0	Weekly		Tripoli, Tunisia	LGA AO*	1.43	1.07	21	M,W,Sa	Victoria, Sweden	MIA P*	24	17	10	Dly		
"	BOB AF	1.54	1.00	1.0	Dly</															

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